CITY OF ISSAQUAH
MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

Description of Proposal: Construct a 5-story building with 146 senior apartment units and associated services. The building would be over a single level of partially below-grade parking with 32 garage spaces and 78 surface parking spaces.

The 6.09 site includes approximately 1.8 acres of creek and wetland buffers, reducing the developable site area to 4.29 acres. Schneider Creek, a Class 2 stream with salmonids, flows south to north along the east site boundary. The proposal would reduce the 100-foot stream buffer to 75 feet and enhance the reduced buffer with native plantings. The proposal includes additional buffer area for minor utility (1,890 SF) and trail buffer encroachments (1,092 SF). Schneider Creek flows through a previously-created wetland mitigation area located on the southeast part of the site, which is already protected in a separate tract.

The site would be accessed from a drive off Newport Way NW. A paved pedestrian trail and bridge over Schneider Creek would provide a connection to the Gateway apartment development, located to the east of the subject site. Site address is 2450 Newport Way NW.

Proponent:	Greg Van Patten The Wolff Company 6710 E Camelback Rd, Suite 100 Scottsdale, AZ. 85251	Matt Corsi Urban Evolution 911 East Pike St, Ste 310 Seattle, WA. 98122
Permit Number:	SDP15-00005 – Gateway Senior Housing	
Location of Proposal:	2450 Newport Way NW Site is bounded on the north by I-90 and to the west by Newport Way NW	
Lead Agency:	City of Issaquah	

Determination: The lead agency has determined this proposal would not have a probable significant adverse impact on the environment. An environmental impact statement is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Comment/Appeal Period: This Mitigated Determination of Nonsignificance is issued under WAC 197-11-340(2) and 197-11-680(3)(a)vii, and is based on the proposal being conditioned as indicated below. There is a 21-day combined comment/appeal period for this determination, between **January 14, 2016 and February 4, 2016.** Anyone wishing to comment may submit written comments to the Responsible Official. The Responsible Official will reconsider the determination based on timely comments. Any person aggrieved by this determination may appeal by filing a Notice of Appeal with the City of Issaquah Permit Center. Appellants should prepare specific factual objections. Copies of the environmental determination and other project application materials are available from the Issaquah Development Services Department, 1775 12th Avenue NW.

Appeals of this SEPA determination must be consolidated with appeal of the underlying permit, per IMC 18.04.250.

Notes:

1. This threshold determination is based on review of the Plan Set including civil, landscape, critical area and architectural plans received October 28, 2015; Critical Areas Study and Conceptual

Mitigation Plan (Talasaea Consultants) received October 28, 2015; Traffic Impact Analysis (TENW) dated September 21, 2015 and Addendum dated January 11, 2016; Pedestrian Crossing Study (TSI) dated October 21, 2015; Geotechnical Report (GeoEngineers) dated October 28, 2015; Steep Slope Exemption Memo (GeoEngineers) dated January 5, 2016; Introductory Drainage Report (Triad Associates) dated September 22, 2015; Preliminary Habitat/Species Assessment (SoundEarth Strategies) dated November 21, 2012; Cultural Resource Investigation (Archaeological Landscapes) dated October 2015; Washington State Department of Archaeology and Historic Preservation (DAHP) letter dated November 12, 2015; SEPA environmental checklist received October 28, 2015; and other documents in the file.

2) Issuance of this threshold determination does not constitute approval of the project proposal. The proposal will be reviewed for compliance with all applicable City of Issaquah codes, which regulate development activities, including the Central Issaquah Plan, Critical Area Regulations, Building Codes, Clearing and Grading Ordinance, and Surface Water Design Manual.

Findings:

1. Land Use: The site is zoned Village Residential (VR). It is located within the Central Issaquah Plan area, the plan was adopted by the City Council in April 2013. The goal of the plan is to transition the Central Issaquah area to a higher density, mixed-use, pedestrian-oriented area. The proposed senior housing development is generally consistent with the Central Issaquah Plan vision and the VR zoning. The proposal will be evaluated in detail for compliance with the Central Issaquah Plan policies and standards under the Site Development Permit.

2. Steep slopes - There are steep slopes over 40% along the west site boundary adjacent to Newport Way NW. The Critical Area Regulations allow for 2 limited exemptions for steep slope hazard areas; slopes meeting the exemptions are not considered regulated steep slopes that must be protected and require buffers. The limited exemptions in IMC 18.10.580 include: 1) slopes 40% and steeper which have a vertical elevation change of less than 20 feet: 2) any slope which has been created through previous, legal grading activities. A geotechnical memo (GeoEngineers, January 5, 2016) concluded slopes on the site over 40% qualify for the steep slope exemptions. Steep slope areas either have less than 20 feet in elevation change, or where slopes exceed 20 feet in elevation change the slopes were created during the road construction of Newport Way NW. Typical road construction practices during the time were to cut material from the upslope and place it on the downslope (referred to as side-cast fill). The memo includes cross-sections showing the likely original ground surface and the over-steepening due to fill placement.

   Wetlands: Talasaea Consultants has investigated the site for wetlands on multiple occasions over the past 14 years; evaluating plant species, soil characteristics and hydrologic indicators, using the routine methodology for wetland delineations as required by the Army Corps of Engineers. No wetlands have been identified on the subject site outside the "WSDOT Mitigation Area." (Talasaea Consultants, October 23, 2015)

   The subject site slopes up from Schneider Creek and the topography, plants and soils differ from the adjacent Gateway Apartment site located to the east and on the east side of Schneider Creek. The Gateway Apartment site has an extensive system of agricultural drain tiles to maintain agriculture use on the site, which effectively modified the wetland hydrology and the soils are mapped as hydric soils. The Gateway Senior Housing site is higher topographically and upper development area of the site is not mapped with hydric soils.

   The Washington State Department of Transportation (WSDOT) established a conservation area and easement located on the southeast part of the subject site in 2002, to mitigate for off-site wetland

impacts. The conservation easement includes a created wetland area and associated wetland buffer adjacent to Schneider Creek. The project would not impact the WSDOT Mitigation Area.

3. Schneider Creek: Schneider Creek is a Class 2 stream with salmonids and it flows from south to north along the east side of the site. The stream originates on Cougar Mountain, in unincorporated King County, approximately 3,000 feet to the east of Newport Way NW and enters the site though a 2.5 foot diameter culvert under Newport Way NW. The outfall of the culvert is perched approximately 2 feet and poses a barrier to fish migration upstream of the site. Approximately 900 linear feet of Schneider Creek flows through the project site, 480 feet of the channel is located within the existing "WSDOT Mitigation Area." Schneider Creek exits the property and flows parallel to I-90 before going through a 3.5-foot diameter culvert under I-90 and West Lake Sammamish Parkway, and then flows approximately 650 feet into Lake Sammamish. The width of the channel on-site averages approximately 6 feet, the streambed consists predominantly of gravel and sand, and the channel lacks large woody debris (LWD).

   According to the Critical Areas Report (Talasaea Consultants, October 23, 2015), fish usage studies have identified cutthroat trout and coho salmon fry in Schneider Creek. A King County study of Lake Sammamish kokanee (*Blueprint for the Restoration and Enhancement of Lake Sammamish Kokanee Tributaries, 2014*) found that Schneider Creek does not support significant numbers of kokanee spawners. The lower reach from the lake has a very low gradient and fine substrates and therefore does not currently provide kokanee spawning habitat. Some spawning activity was observed on the stream segment flowing parallel to West Lake Sammamish Parkway. The Critical Area Report concludes that the segment of Schneider Creek on the subject site is limited in its ability to provide winter rearing or refugia habitat for anadromous fish because of the gradient of the stream, the current channel morphology and lack of pools.

   Schneider Creek, a Class 2 stream with salmonids, requires a 100-foot buffer width and a 15-foot building setback from the edge of the buffer. The applicant proposes to reduce the stream buffer to 75 feet, with enhancement of the reduced buffer area with native riparian plants. The buffer reduction to 75 feet is allowed in the City's Critical Area Regulations (IMC 18.10.790.D). The buffer is presently maintained with pasture grasses and the proposed enhancement with native riparian plants would significantly improve buffer conditions and functions over the existing conditions. The stream buffer enhancement area totals approximately 53,024 SF. The entire, reduced 75-foot stream buffer shall be planted at a planting density consistent with IMC 18.10.790.D; a minimum planting density of 10 feet on-center for trees and 5 feet on-center for shrubs.

   Enhancement of the stream buffer with native tree and shrub species would improve fish and wildlife habitat on the site; by providing shade/cover to maintain cool water temperatures, increase plant species diversity and structure, provide organic inputs to support macroinvertebrates and insects, and eventually to supply wood recruitment to the stream. The stream buffer enhancement plans also include habitat features for wildlife such a snags, buried rootwads and stumps.

   A split rail fence is shown on the plans at the edge of the stream buffer with critical area signs; intended to limit human and pet use of the stream buffer area.

   The proposal includes buffer averaging (additional buffer area) for encroachments into the stream buffer; encroachments include minor utility construction (1,890 SF), a paved pedestrian trail (1,092 SF) which would bridge over Schneider Creek to connect to the Gateway Apartment site, and additional buffer area (2,841 SF) to compensate for off-site Gateway Apartment stream buffer encroachments (paved and soft-surface trails). The stream buffer encroachments total 5,696 SF and 6,520 SF of added buffer area is proposed, over the minimum required 1:1 ratio.

A pedestrian bridge would cross Schneider Creek to connect the Gateway Senior Housing site to the Gateway Apartment site. Buffer averaging is proposed for the paved trail within the stream buffer (see above). Bridge details are not included in the application. The bridge structure shall span the stream and the supporting foundation or abutments shall be outside the ordinary high water mark (OHWM) of the stream, and the bridge crossing shall not reduce the flood capacity of the stream. This will be verified on construction permits. The bridge will require Hydraulic Project Approval (HPA) from the Washington Department of Fish and Wildlife (WDFW). The applicant shall provide a copy of the approved HPA prior to beginning construction.

5. Wildlife habitat – A preliminary habitat/species assessment (SoundEarth Strategies, November 21, 2012) was conducted for the adjacent Gateway Apartment site, located directly east of the subject site. Due to the close proximity of the sites, the findings in the report also apply to the subject Gateway Senior Housing site. The assessment reviewed the Washington Department of Fish and Wildlife (WDFW) Priority Habitats and Species (PHS) list and Priority Habitat Maps. The report concludes that there are no endangered species reported on or in the vicinity of site. However, the Marbled murrelet, a threatened species, has been detected in the section and the communal roosting area for the Townsend's big-eared bat is shown on the site, a candidate species on the WDFW Threatened and Endangered Species list. Priority habitat areas identified on the site include Schneider Creek and the palustrine wetlands. The proposal would enhance the stream buffer of Schneider Creek, significantly improving the wildlife habitat over the existing site conditions, creating a continuous wildlife corridor through the site and effectively mitigating for wildlife habitat impacts.

6. Stormwater – A Drainage Report (Triad Associates, September 22, 2015) was prepared to identify potential problems upstream and downstream of the site, and the stormwater facility flow control and water quality design. The project will be required to meet standards of the 2009 King County Surface Water Design Manual with the 2011 City of Issaquah Addendum. The standards require stormwater flows to mimic or even reduce the flow intensities or rates of pre-developed conditions.

   Stormwater runoff would be conveyed to a below-grade detention vault located on the northeast side of the site. The detention/wet vault in conjunction with a modular wetland filter would remove up to 50% of the total zinc and phosphorus to comply with the Sensitive Lake Protection Water Quality standards for Lake Sammamish. Lake Sammamish is considered an impaired water body due to existing phosphorus levels. The additional wetland filter vault or StormFilter vaults have been specifically designed for phosphorus removal. Stormwater would be discharged in a dispersal trench in the stream buffer of Schneider Creek.

7. Noise – The site is adjacent to Interstate-90 (I-90) which generates noise from vehicles and is an existing noise source that may affect the project. The proposed building has been oriented to minimize the number of dwelling units facing toward I-90. The closest residential unit is setback 125 feet from the I-90 right-of-way to reduce noise impacts. The applicant is considering evergreen plantings as a possible noise barrier. Construction of the project would generate noise during weekday work hours. Noise from the completed project would be minimal.

8. Cultural and Historic Resources – A Cultural Resource Investigation (Archaeological Landscapes, October 2015) was prepared for the Gateway Apartments development, located to the east of the subject site. The report also evaluated the subject site; the site was included in the "area of potential effect" (APE). The purpose of the survey is to determine the presence of surface and subsurface archaeological resources as well as historic buildings and structures that are eligible for listing on the National Register of Historic Places (NRHP). There is an existing house (D.E. Hokanson House) on

the site that was constructed in 1922 and a Historic Inventory Report for the house is included in the report. The report concluded the structure is not eligible for listing in the NRHP based upon its architectural qualities or associations. The Washington State Department of Archaeology and Historic Preservation (DAHP) concurred that the D.E. Hokanson House is not eligible for listing in the NRHP and no further documentation or protection is required (DAHP letter, November 12, 2015). No cultural resources have been identified on the subject site. A cultural resource site was identified off-site on the east side of Schneider Creek. In the event that cultural resources are encountered during project-related excavation activities, all work in the immediate area of the find shall be halted until a qualified Archaeological Monitor can assess and evaluate the find.

9. Traffic: A Traffic Impact Analysis (TENW; September 21, 2015, January 11, 2016) was completed to document trip generation from the proposal and to evaluate the level of service (LOS) and safety and operations of the site access drive off Newport Way NW. The report estimates the proposal would result in 502 new weekday daily trips; with 29 weekday AM peak hour trips (10 entering, 19 exiting) and 37 weekday PM peak hour trips (20 entering, 17 exiting).

   Under the City's new concurrency standards (adopted by Ordinance #2733, effective February 2, 2015), individual development applications are not required to evaluate their project traffic impacts on the local street system, provided a proposal is consistent with the City's planned growth that was assumed and previously evaluated in the traffic concurrency model. The City completed a system-wide transportation concurrency assessment for future planned growth and road improvements were identified to mitigate for the corresponding planned growth. According to the City's traffic model, adopted level of service (LOS) standards would be maintained and development projects would be concurrent provided the identified road improvements are constructed. A transportation impact fee was calculated to fund the road improvements identified in the concurrency model and on the City's Transportation Improvement Program (TIP). Development proposals can therefore mitigate for their traffic impacts by payment of the traffic impact fee.

   The subject development proposal is consistent with the growth assumptions included in the traffic concurrency model. Therefore, the proposed development can withdraw trips from the "trip bank" that was calculated for concurrency and can mitigate their traffic impacts by payment of the traffic impact fee.

   The project applicant is required to construct new half-street improvements along their property frontage on Newport Way NW, consistent with City road standards and the *Central Issaquah Plan* which identifies this section of Newport Way NW as a "Parkway." The improvements would consist of a 10-foot wide vehicle travel lane, a 12-foot-wide center median turn lane, a 5-foot bicycle lane, 5-foot landscape strip, and a 10-foot shared multi-model (bicycle, pedestrian) path.

   The main access into the development is proposed from a single access drive off Newport Way NW, located approximately 1,100 feet north of the intersection of Pacific Elm Drive and Newport Way NW. The Traffic Impact Study (TIA) evaluated turn movements entering and exiting the site, sight distance and the level of service (LOS) of the access drive. The analysis assumed the required frontage and channelization improvements described above. A right-turn lane into the site was not recommended based on the anticipated low volume of right turns (10 vehicles) during the weekday PM peak hour. Newport Way NW would be widened to include a center turn lane consistent with the "Parkway" street standard in the *Central Issaquah Plan* and consistent with planned channelization and frontage improvements for the nearby Gateway Apartments project. The center turn lane would provide for left turns into and out of the site. The addition of a center turn lane on Newport Way NW would provide additional capacity and reduce delays compared to the existing 2-lane road. The project's Newport Way NW improvements would extend the center turn lane/landscape median

south from the site access drive to Pine Cone Dr. The improvements shall also address the transitions and the alignment and geometry of this intersection.

Sight distance for vehicles exiting the access drive onto Newport Way NW was evaluated. The sight distance was reviewed based on City roadway standards for a minor arterial, which requires 500 feet for left-turns from a driveway and 430 feet for right-turns. The proposed access meets the minimum sight distance standards.

The level of service (LOS) of the drive access onto Newport Way NW was evaluated in the TIA. Project generated traffic during the weekday AM and PM peak hours was distributed to both directions on Newport Way NW based on existing travel patterns and recent turning movement counts. The City's traffic model provided similar trip distribution results. The LOS analysis included estimated future peak traffic volumes on Newport Way NW, including traffic growth from area "pipeline" projects and a 2% annual growth rate. The LOS analysis also assumed the proposed frontage improvements along Newport Way NW and a stop sign control at the drive access. The TIA concluded all turn movements at the site access onto Newport Way NW would operate at LOS B or better. The City's adopted standard is LOS D.

Bicycle lanes currently exist along both sides of Newport Way NW and would be maintained with future development and widening proposed at the site access. The *Central Issaquah Plan* identifies Newport Way NW as a "Parkway," including a center turn lane and bicycle lanes on both sides of the street. There is currently a pedestrian crosswalk on Newport Way NW, located to the south of the subject site at the north end of the intersection of Newport Way NW and Pine Cone Drive. The project's street improvements and channelization on Newport Way NW would extend to the existing crosswalk. The City prepared a *Pedestrian Crossing Study* (TSI, October 21, 2015) to evaluate priority public pedestrian crossings. The design and location of pedestrian crossings and crosswalks shall be consistent with the City's *Pedestrian Crossing Study.*

10. Bicycle and Pedestrian Facilities – The *Nexus Study for Bicycle and Pedestrian Facilities Mitigation Fees* (Henderson Young & Company, December 10, 2014) was adopted by the City Council, Ordinance #2733, effective February 2, 2015. The study quantifies the direct impact of new development on the current system of bicycle and pedestrian facilities and the additional demands from future growth to maintain the adopted level of service. The report uses trip generation rates based on the different land use types to quantify the impacts of new development. It also identifies 16 specific bicycle and pedestrian projects that are needed to support the City's level of service standard. Payment of mitigation fees as determined in the study may satisfy a development's requirement to mitigate their project impacts on the level of service standard. If the developer doesn't voluntarily use the methodology and mitigation fees as determined in the report, the developer may choose other methods to quantify and mitigate their impact including conducting a study of its impacts and identifying alternate means of mitigating impacts to achieve the adopted standards. The regional shared-use trail that will be constructed by the applicant is not one of the 16 bicycle/pedestrian projects identified in the report and therefore the applicant does not receive credit for this mitigation fee. The mitigation fee is presently $462.75/apartment unit. The mitigation fee will be assessed with issuance of building permits and the actual cost of the mitigation fee will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

11. Public Services - The proposal would have a potential impact on public services, including police and general government buildings. IMC Chapter 3.74, Methods to Mitigate Development Impacts, provides alternatives to mitigate for direct impacts of proposed development. The City may approve a voluntary payment in lieu of other mitigation. Rate studies for police facilities and general

government buildings are included in IMC 18.10.260 as the City's SEPA policy base. The rate studies present the methodology and formulas for determining the amount of the mitigation fee commensurate with the proposed land use and project impacts. The current mitigation fee is $78.56/multi-family unit for general government and $154.35/multi-family unit for the police mitigation fee. The mitigation fee will be assessed with issuance of building permits and the actual cost of the mitigation fee will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

Mitigation Measures: The Mitigated Determination of Nonsignificance is based on the SEPA environmental checklist dated October 27, 2015 and supplemental technical information and reports listed in the Notes. The following SEPA mitigation measures shall be deemed conditions of the approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code.

1. The Critical Area Regulations require the following measures:
    1) The outer extent of the critical area buffers shall be fenced in the field with installation of temporary erosion sedimentation control (TESC) measures, prior to beginning construction and maintained through the duration of construction activities.
    2) Permanent survey stakes using current survey standards shall be set to delineate the boundaries of the critical area buffers.
    3) Critical areas shall be fenced to limit encroachments from pedestrians and dogs. Fencing locations and details shall be shown on the final mitigation plans and subject to DSD approval. Critical area signs shall be installed along the fences to explain the type and value of the critical area.
    4) Critical areas and buffers shall be protected in perpetuity with a Native Growth Protection Easement (NGPE) recorded on the property title.
    5) A 5-year monitoring/maintenance period is required for the stream buffer enhancement. The applicant shall provide a bond amount equal to 50% of the cost of plants, labor and the 5-year monitoring/maintenance cost prior to final building permit approval.
2. Final stream buffer enhancement plans are required for approval by the Issaquah Development Services Department (DSD) prior to issuing construction permits. Final plans shall include a grading plan, planting plan and a 5-year monitoring/maintenance plan with performance standards for monitoring success of the enhancement planting. The plans shall meet King County Critical Areas Mitigation Guidelines for monitoring performance standards.
3. The entire, reduced 75-foot stream buffer shall be planted at a planting density consistent with IMC 18.10.790.D; a minimum planting density of 10 feet on-center for trees and 5 feet on-center for shrubs. The planting density shall be shown on the final stream buffer enhancement planting plan.
4. The applicant shall provide an as-built plan of the stream buffer enhancement and the consulting biologist shall verify in writing that the planting has been installed per plan prior to the final approval of building permits.
5. The bridge over Schneider Creek shall span the stream and the supporting foundation or abutments shall be outside the ordinary high water mark (OHWM) of the stream, and the bridge crossing shall not reduce the flood capacity of the stream. This will be verified on construction permits.

6. The bridge over Schneider Creek will require Hydraulic Project Approval (HPA) from the Washington Department of Fish and Wildlife (WDFW). The applicant shall provide DSD a copy of the approved HPA prior to beginning construction.

7. In the event that cultural resources are encountered during project-related excavation activities, all work in the immediate area of the find shall be halted until a qualified Archaeological Monitor can assess and evaluate the find.

8. The project's Newport Way NW improvements would extend the center turn lane/landscape median south from the site access drive to Pine Cone Dr. The improvements shall also address the transitions and the alignment and geometry of this intersection.

9. The project's street improvements and channelization on Newport Way NW would extend to the existing crosswalk located at the north end of the intersection of Newport Way NW and Pine Cone Drive. The City prepared a *Pedestrian Crossing Study* (TSI, October 21, 2015) to evaluate priority public pedestrian crossings. The design and location of pedestrian crossings and crosswalks shall be consistent with the City's *Pedestrian Crossing Study.*

10. The applicant shall mitigate for potential impacts on public services and bicycle and pedestrian facilities. The City may approve a voluntary payment in lieu of other mitigation. The current mitigation fee is $78.56/multi-family unit for general government, $154.35/multi-family unit for the police mitigation fee, and $462.75/apartment unit for the bicycle/pedestrian mitigation fee. The mitigation fee will be assessed with issuance of building permits and the actual fee amount will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

SEPA Responsible Official: Peter Rosen

Position/Title: Senior Environmental Planner

Address/Phone: P.O. Box 1307, Issaquah, WA 98027-1307 (425) 837-3094

Date: 1/14/2016 **Signature:** Peter Rosen

cc: Washington State Department of Ecology
Muckleshoot Indian Tribe
U.S. Army Corps of Engineers
Washington State Department of Fish and Wildlife
Washington State Department of Archeology and Historic Preservation (DAHP)
WSDOT, Ramin Pazooki
Parties of Record
Issaquah Development Services Department
Issaquah Parks and Public Works Engineering Departments

SEPA ENVIRONMENTAL CHECKLIST
UPDATED 2014

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

***Instructions for applicants*:** [help]

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [help]

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. background [help]

1. Name of proposed project, if applicable: [help]

Issaquah Senior Housing.

2. Name of applicant: [help]

Matt Corsi

3. Address and phone number of applicant and contact person: [help]

Urban Evolution
911 East Pike Street, Suite 310
Seattle, WA 98122
206-890-1585
mcorsi@urban-evo.com

4. Date checklist prepared: [help]

October 27, 2015

5. Agency requesting checklist: [help]

City of Issaquah Department of Development Services.

6. Proposed timing or schedule (including phasing, if applicable): [help]

Begin construction January 2016; occupancy starting July 2017.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [help]

No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]

- *Phase 1 Environmental Site Assessment, Sound Earth Strategies, November 12, 2012*
- *Civil Engineering Due Diligence Report, July 8th, 2013, by WHPacific*
- *Preliminary Geotechnical Engineering Services, December 2, 2014, by GeoEngineers*
- *Traffic Impact Analysis Memorandum, September 21, 2015, by TENW*

- *Critical Areas Study, October 2015, by Talasaea Consultants*
- *Introductory Drainage Report, September 22, 2015, by Triad Consultants*
- *Preliminary determination of cultural resources, 2014 by Tetra Tech.*
- *Gateway Issaquah Cultural Resource Survey, October, 2015, by Archaeological Landscapes*

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [help]

Yes. Land use and construction permit approval for adjacent property to the east (same owner as subject property). Utilities for proposed project will tie directly to proposed utilities at adjacent property, so approval of adjacent property is necessary for this proposal.

10. List any government approvals or permits that will be needed for your proposal, if known. [help]

- *Site Development Permit*
- *Demolition Permit*
- *Construction Permits*

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [help]

The proposal is for a single building with 146 senior independent living units, with parking for 110 vehicles (32 garage and 78 surface) on a 8.04-acre site. The building will include:

- *A single 146-unit five-story residential building (Type V-A) over a single level of partially below-grade parking.*
- *Amenites within the building include dining, exercise room, theater, swimming pool.*
- *New site access drive width of 20', and surface parking lot, with sidewalks 6' and 10' wide.*
- *Exterior ameneties on site include a covered outdoor gathering space and a community garden.*
- *Street frontage improvements including curb and sidewalk.*

The project includes includes stream buffer enhancements totaling approximately 3.68 acres.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [help]

The property is located at 2450 Newport Way NW in the City of Issaquah, Washington. The Site is bounded to the north by I-90, to the west by Newport Way NW, to the south by a private property and the WDOT Conservation Easement Area, and to the east by private property currently under the same ownership as the subjest site. The adjacent property to the south is developed as a veterinarian clinic, and the adjacent property to the west is currently undeveloped, with a proposal for a multi-family residential development under consideration.

The property consists of two parcels (King County APNs 202406-9063-07 and 202406-9058-04), as illustrated in ***Figure 1****. The property is approximately 8 acres in size, and was previously part of a larger assemblage of parcels known collectively as "Mull Farm".*

The Public Land Survey System location of the property is the SW ¼ of Section 20, Township 24N, Range 6E, Willamette Meridian in King County,Washington.

B. ENVIRONMENTAL ELEMENTS [help]

1. Earth

a. General description of the site [help]
(circle one): Flat, rolling, hilly, steep slopes, mountainous,
other _____

The site has steep slopes across the western half, starting at Newport Way NW and sloping down eastward from the roadway, dropping about 40 feet to the middle of the site. The slopes continue more gently from the middle of the site towards Schneider Creek which forms the eastern boundary of the site.

b. What is the steepest slope on the site (approximate percent slope)? [help]

*Slopes along the Newport Way NW range from 25% to 40%, with a few areas directly adjacent to the roadway exceeding 40%, which were created with the construction of the road. See **Figure 2**, Geotechnical Steep Slopes Considerations Memo.*

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [help]

*The mapped geologic unit within the project site consists of alluvium deposits, which generally consist of cobble gravel, pebbly sand, and sandy silt, moderately sorted. Three zones (Zones A, B, and C) have been identified within the site that present different surface soil conditions, as illustrated in **Figure 3.***

- *Zone A: Generally organic silt and peat, overlying interbedded sands and silt/clay with variable silt, clay and gravel content. The organic silt and peat layer generally consists of very soft to soft organic silt (topsoil), underlain by peat with occasional interbeds of silty fine to medium sand. Below the organic silt and peat, there are interbedded sands and silts/clays with variable silt, clay and gravel content.*

- *Zone B: Generally organic silt and silty/clayey sand with interbedded peat, overlying interbedded sands and silt/clay with variable gravel content. The organic silt and clayey sand layer generally consists of very soft to soft organic silt (topsoil), underlain by silty/clayey sand with occasional thin peat interbeds. Below the organic silt and silty/clayey sand, there is interbedded sands and silt/clay with variable gravel content.*

- *Zone C: Generally a shallow topsoil layer, overlying sands with variable silt, clay and gravel content. The topsoil layer generally consists of loose silty fine to medium sand with organics (fine roots) and variable gravel content. Below the topsoil or organic silt layer, the explorations encountered sands with variable silt, clay and gravel content.*

No agricultural soils or agricultural land of long-term commercial significance are present on the site.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [help]

The site has no surface indications or history of unstable soils.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [help]

Due to the existing slopes on site, a greater amount of fill than excavation will be required in order to provide functional grading for vehicular and pedestrian access. Approximately 22,315 cubic yards of fill is anticipated. The design attempts to minimize the placement of additional fill above locations with underlying peat soils, while keeping the site above shallow groundwater and Schneider Creek. Fill will consist of common borrow placed in a controlled manner.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [help]

Due to the proposed regrading of the sloping areas on the site, there is potential for erosion during construction, which will be minimized through erosion control measures to be implemented during construction. No significant erosion is expected once construction is complete. The final proposed grading will include retaining walls, landscaping and paving.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [help]

Based on the modified site development area of 182,516 SF, the percentage of impervious surface after construction will be 71%.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [help]

Special care will be taken when grading in the steeper areas of the site, and the exposed slopes should be protected during inclimate weather. A detailed Temporary Erosion and Sedimentation Control Plan will be prepared, which will define limits of clearing, means of reducing the potential for erosion and means of trapping erosion so that it does not flow downstream.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [help]

During construction, there will be exhaust emissions from constuction equipment, includíng lifts, graders, and other heavy construction equipment, as well as fugitive dust emissions. Following completion of the project, exhaust from garage venting, common laundry and clothes dryers, unit venting of cooking ranges, and exhaust air from corridors and units will be venteed to the atmosphere.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [help]

No.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [help]

Conventional dust suppression measures will be employed as necessary.

3. **Water**

a. Surface Water: [help]

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [help]

*There is one stream that runs through the site from south to north, and continues adjacent to the north border of the the project site, as illustrated in **Figure 4.***

- *Schneider Creek – Class 2s (Type F)*

After it leaves the site, Schneider Creek flows through a culvert under Interstate 90 and into Lake Sammamish.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [help]

*Paved roadways and buildings will be built within 200 feet of Schneider Creek, as illustrated in **Figure 5.***

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [help]

None. No fill or dredge material will be placed in or removed from surface water or wetlands.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [help]

No. The proposed project will not require withdrawals or diversions of surface water.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [help]

*No. Per the June 13, 2007 FEMA Letter of Map Revision (LOMR) as shown in **Figure 6,** there is no site area within a 100-year flood plain.*

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [help]

No. There will be no discharges of waste materials into surface waters resulting from the proposed project.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [help]

No. Drinking water or water for other purposes will be supplied by the local water district.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [help]

None. The proposed project will be required to tie into the regional sanitary sewer system. There will be no discharge of waste material into the ground resulting from the proposed project.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [help]

Drainage into the Issaquah Senior Housing site includes a storm water drainage ditch from the adjacent property to the south. The overflow ditch directes drainage from Cougar Mountain and Newport Way NW onto the site near the southwest corner, and then runs eastward on site along the south border and discharges into Schneider Creek.

The portion of the ditch located on site will be replaced by a buried storm water pipe to maintain the existing flow while allowing for the revised proposed grading.

Flows from all proposed impervious surface areas on site including roof drainage, surface parking areas and driveways will be collected by a private, tight-lined storm drainage system. These combined flows will be directed into an onsite stormwater detention system.

Stormwater detention will be provided within a vault located below the surface parking area. The detained outflows will be filtered through two large water quality treatment structures, and then dispersed into Schneider Creek, the natural point of discharge. Stormwater Detention and Water Quality Treatment will be per the required standards to protect Schneider Creek and Lake Sammamish.

A uniform drainage path will be created, generally from west to east, providing safe overflow paths during high rainfall events.

2) Could waste materials enter ground or surface waters? If so, generally describe. [help]

During high rainfall events that create overflow conditions, under which runoff is bypassing the water quality treatment structures, runoff from the site could contain sediment; oil, grease and toxic chemicals from motor vehicles; pesticides and nutrients from lawns and gardens; and heavy metals from roof shingles, motor vehicles and other sources. These materials could be transmitted into Schneider Creek.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No. The proposed project will maintain existing drainage patterns, including discharging groundwater and treated stormwater to Schneider Creek.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

None. The proposed project will not significantly alter drainage patterns.

4. **Plants** [help]

a. Check the types of vegetation found on the site: [help]

X deciduous tree: alder, maple
X evergreen tree: fir
X shrubs
X grass
X pasture
X crop: hay

X wet soil plants: cattail, buttercup

The eastern portion of the site is currently maintained as pasture and is annually mowed for hay.
Species present in the pasture include fescue grasses (Festuca sp.), bentgrasses (Agrostis sp.), bluegrasses (Poa sp.), orchard grass (Dactylis glomerata), and others. Reed canarygrass (Phalaris arundinacea) was the dominant grass along the north property boundary and was identified in scattered patches throughout the remainder of the site.

A mixture of deciduous and coniferous trees scattered across the site, and are abundant near the residence and along the northwest property boundary.

b. What kind and amount of vegetation will be removed or altered? [help]

*Approximately 202,554 SF of the total 350,119 SF site will be modified for development and essentially all of the existing vegetation described above in 4a will be removed or altered, see site plan in **Figure 7.** In the stream buffer and building setback area of approximately 140,263 SF, stream buffer enhancements will alter and augment the existing vegetation.*

*Significant trees that are to be retained or removed are illustrated in **Figure 8.***

c. List threatened and endangered species known to be on or near the site. [help]

No threatened or endangered plants are listed on or in the vicinity of the Issaquah Farm property. However, the Natural Heritage GIS database does indicate that the Issaquah Farm site is within an historic range of tall bugbane (Actaea elata var. elata) and outside of an historic range for Nutall's waterweed (Elodea nuttallii). Tall bugbane (Federally listed as a species of concern and State-listed as a sensitive species) is typically found in or along the margins of forests. Elodea is an aquatic species that is currently listed by the State of Washington as R1, or review group 1. Review group 1 indicates a species of potential concern, but more work is required before it is ranked. The Issaquah Farm property currently does not provide suitable habitat for either rare plant species.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [help]

Large canopy street trees and plantings plantings along Newport Way NW will provide an inviting human scale. Flowering trees and heavy planting will emphasize the building entry and create an inviting space with year round interest. A community garden and gathering space will provide an active gardening space for the residents. All healthy trees in buffers and setbacks will be maintained.

e. List all noxious weeds and invasive species known to be on or near the site.

Himalayan blackberry, evergreen blackberry, reed canarygrass, Scot's broom, hawkweed.

5. **Animals**

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include: [help]

birds: hawk, songbirds
mammals: deer, coyote, various rodents
fish: salmon trout

Red-tailed hawk have been sited perching in trees on the Issaquah Farm property. Additionally, several species of songbirds were identified (American robin, black-capped chickadee, song sparrow, tree sparrow, Lincoln's sparrow, etc.). The eastern portion of Issaquah Farm adjacent to Tibbett's Creek had common yellowthroat.

Deer were observed during a site visit. Evidence of coyote (scat) have been sited as well. The field likely provides habitat for various rodents, such as voles, although no evidence any rodents was seen during our site visits.

Schneider Creek satisfies the requirements for characterization as a "Class 2 Stream with Salmonids," and the presence of cutthroat trout, a salmonid, is presumed.

b. List any threatened and endangered species known to be on or near the site. [help]

The Washington Department of Fish and Wildlife's (WDFW) Priority Habitat and Species (PHS) online mapping program shows the site is in the range of a Townsend's big-eared bat (Corynorhinus townsendii) communal roost area.Townsend's big-eared bat is a Federal Species of Concern and a State Candidate for listing. The PHS area for Townsend's big-eared bat is very large and encompasses a six square mile area including most of the City of Issaquah and the southern ½ of the City of Sammamish. The Issaquah Farm property provides no known roosting opportunities for Townsend's big-eared bat (caves or hollow trees). The existing buildings on the Issaquah Farm property should be inspected before demolition to ensure that Townsend's big-eared bat are not roosting within them.

According to WDFW's Bald Eagle Buffer Management Zone Map, there are no known bald eagle nesting sites or roosting areas on the Property. The nearest bald eagle nesting sites are located more than 1 mile north and northeast of the Property.
A WDFW Habitats and Species Map indicates that the entire property is designated as a marbled murrelet detection section; a detection section is defined as any section where a murrelet has been detected, regardless of status (occupancy or presence). The marbled murrelet is included on the WDFW threatened species list.

c. Is the site part of a migration route? If so, explain. [help]

The site is within the Pacific Flyway migration route.

d. Proposed measures to preserve or enhance wildlife, if any: [help]

The site currently provides little habitat for wildlife outside of small rodents (voles, mice, etc.). There will be no development within the Schnedier Creek buffer area, which will allow wildlife access through the property from the north property boundary to the WDOT Schneider Creek mitigation area adjacent to the south property boundary.

e. List any invasive animal species known to be on or near the site.

None.

6. **Energy and natural resources**

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [help]

Hot water and common and unit living areas will be heated with electricity.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [help]

No.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [help]

None other than meeting the WA State energy code.

7. **Environmental health**

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [help]

No.

1) Describe any known or possible contamination at the site from present or past uses.

The 2012 Phase 1 Environmental Assessment identified two potential sources of contamination:

1. *Former use and storage of residential heating oil on the Property: No records of underground storage tank decommissioning permits for the Property were found. The past use and storage of residential heating oil at the Property is considered to be a*

recognized environmental condition with a moderate risk of impacts to the Property acknowledging the relatively shallow depth (3 to 16 feet below ground surface) of perched groundwater.

2. *Potential past use of pesticides associated with historical agricultural activities. No information was found regarding what types of pesticides, if any, were historically used in farming activities at the Property. The potential past use of pesticides is considered to be a recognized environmental condition with a low to moderate risk for widespread impacts to the Property.*

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

None known.

4) Describe special emergency services that might be required.

None required.

5) Proposed measures to reduce or control environmental health hazards, if any:

None required.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [help]

The site is adjacent to I-90, which generates noise from vehicles.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [help]

Short term - Construction noise will occur during normal weekday work hours.
Long term - Traffic and other mechanical noise emanating from the project should be minimal.

3) Proposed measures to reduce or control noise impacts, if any: [help]

The proposed building on site is oriented to minimize the number of dwelling units adjacent to I-90. The closest residential unit is set back 125 feet from the WSDOT property line along I-90 to help reduce noise impacts. The design team will explore possible evergreen plantings within the setback as a possible noise buffer.

8. **Land and shoreline use**

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [help]

*The 8-acre site is comprised of two parcels (A and D), as shown in **Figure 9.** Parcel D is partially developed with a single family residence and associated outbuildings. Parcel A is undeveloped. Parcels A and the non-residential portion of Parcel D are maintained as pasture for growing hay.*

The proposal will not affect current land uses on nearby or adjacent properties.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [help]

The non-residential portions of the site are maintained as pasture for growing hay.

No agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, and no farmland or forest land tax status will be converted to nonfarm or nonforest use.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No.

c. Describe any structures on the site. [help]

Unoccupied single family house at 2450 SE Newport Way NW, 2390 SF, woodframe, built in 1922, building quality rated as "low cost."

d. Will any structures be demolished? If so, what? [help]

All existings structures will be demolished.

e. What is the current zoning classification of the site? [help]

Village Residential (VR).

f. What is the current comprehensive plan designation of the site? [help]

Multifamily Residential.

g. If applicable, what is the current shoreline master program designation of the site? [help]

None.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [help]

As noted above in Section 3a, there is a stream on the project site that meets the standard definition of a Critical Area. As illustrated in ***Figure 4,*** *this is:*

- *Schneider Creek – Class 2s (Type F)*

i. Approximately how many people would reside or work in the completed project? [help]

164 residents (146 units at an average of 1.2 persons per unit, 93.5% occupancy), and between 27 and 32 full time employees.

j. Approximately how many people would the completed project displace? [help]

Zero.

k. Proposed measures to avoid or reduce displacement impacts, if any: [help]

None necessary.

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]

The project will comply with all aspects of the Central Issaquah Plan (CIP), and has several features that support CIP goals. The project will create much-needed senior housing, increasing the residential density and complimenting the proposed multi-family housing to the east.

Enhancements to the Schneider Creek buffer area will help improve a key environmental feature of the area. A pedestrian and bicycle connection is proposed over Schneider Creek connecting the site with the proposed Gateway project to the east, providing a through-site mobility connection to Newport Way NW.

The building is located towards the southwest portion of the site, increasing the open space between the building and I-90 to the north, which helps maintain significant open space views from I-90 across the Schneider Creek buffer area.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

None necessary.

9. **Housing**

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [help]

Approx. 146 market-rate senior housing apartments (independent living), which generally fall under the category of middle-income housing.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [help]

One single-family house would be eliminated. This house would most likely fall in the range of middle-income housing.

c. Proposed measures to reduce or control housing impacts, if any: [help]

None necessary.

10. **Aesthetics**

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [help]

The tallest proposed structures are a pair of 80-unit, 5-story buildings located on the northern edge of the site, both with height of 54 feet to the midpoint of their pitched roofs.

The principle exterior building materials include a wood frame structure with fiber cement siding on concrete foundations.

b. What views in the immediate vicinity would be altered or obstructed? [help]

In general, views from within the site,and views across the site will be altered by the new building. Views from Newport Way NW across the site to the northeast will be impacted. The building is oriented with its long axis running north to south, which helps to minimize the impact of views directly north across the site to Lake Samammish, and directly south across the site towards Cougar Mountain.

The building is located in the southwest portion of the site,and is set into the hillside, which puts it in closer proximity to the existing 4-story building directly across Newport Way NW. This helps to visual reduce the impact of the proposed building, with only the top 3 stories of the building rising above the elevation of Newport Way NW at the south end of the site. The proposed building location also retains greater open space to the east and west to help maintain views from I-90 across the site. Private views of Lake Sammamish from higher elevations are not anticipated to be impacted by the project as residents have primarily territorial views.

c. Proposed measures to reduce or control aesthetic impacts, if any: [help]

By orienting the long axis of the building along Newport Way NW and locating the bulk of the parking behind and below the building, the building helps to enhance the architectural character along the street. Creative use of multiple sloped roofs and bays reduces the buildings apparent scale while presenting an attractive roofscape to the properties located at higher elevations west of the site. Thoughtful consideration of materials, colors, building modulation and fenestration patters provides an attractive aesthetic to the architecture.

11. **Light and glare**

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [help]

Sun glare may occur from west-, south- or east-facing windows depending upon the time of day. Light will emit from the windows of residential units and from outdoor site lighting. Site lighting will be designed to provide light at sidewalk level only and will be selected to mitigate light pollution to the street and adjacent properties.

b. Could light or glare from the finished project be a safety hazard or interfere with views? [help]

I-90 is north of the site, limiting the times when the sun glare could potentially impact freeway traffic to only during mid-summer early and late in the day. Furthermore, there are existing large trees along the site's northern edge that will help block any potential sun glare onto I-90.

Light or glare from the finished project would not interfere with views.

c. What existing off-site sources of light or glare may affect your proposal? [help]

Vehicle lights from I-90 will be visible from the site.

d. Proposed measures to reduce or control light and glare impacts, if any: [help]

None required.

12. **Recreation**

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]

Recreational opportunities in the immediate vicinity of the site include Cougar Mountain Regional Wildland Park, Lake Sammamish State Park, Tibbets Valley Park, and the Mountains to Sound Greenway.

b. Would the proposed project displace any existing recreational uses? If so, describe. [help]

No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [help]

Areas along the site's northern border and the creek buffer areas along the east border will leave habitat and sensitive natural areas intact. A pedestrian and bicycle bridge will be provided across the creek connecting Newport Way NW and the new neighborhood site to the west, offering walking and biking opportunities between the sites. Newport Way NW will be widened to add a bicycle lane along the property frontage.

13. **Historic and cultural preservation**

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [help]

None on site. The existing house on site is over 45 years old (1922). It is standard woodframe construction in poor condition. In the opinion of the Archaeological Surveyor, it does not qualify for the National Register of Historic Places (NRHP) under Criteria C.

The Mull House and Hary Farmstead properties, located to the west of the project site, also would not qualify for the NRHP in the opinion of the Archaeological Surveyor. Niether of these properties will be directly impacted by project activities.

See the Gateway Issaquah Cultural Resource Survey, October 2015.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]

The project falls within territory traditionally occupied by members of the Southern Coast Salish Group. One pre-contact archaeological site was identified on the adjacent property east of the site. See the Gateway Issaquah Cultural Resource Survey, October 2015 for more detailed information.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]

Investigation of the archaeological resources contained within the Issaquah Gateway Property project APE involved a literature search of the project area and a physical survey of the project lands. The literature search was accomplished by reviewing Washington DAHP records, General Land Office (GLO) maps available through the Bureau of Land Management, land owner interviews and local historical society records. The literature search at the Washington DAHP website WISAARD occurred on August 14th, 2015. Both historic structures records, archaeological site and survey records were consulted to determine the presence of known archaeological materials in the area of the proposed project.

Survey of the project area included pedestrian surface survey and shovel testing. Field work was completed between August 15 and August 23. Surface survey was completed using transects spaced 15 meters apart. Subsurface survey was completed using shovel test probes (STP's) 30 cm. wide and dug down to glacial till. Shovel test probes were spaced 30 meters apart.

See the Gateway Issaquah Cultural Resource Survey, October 2015 for more detailed information.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

If artifacts or unusual amounts of bone or shell are uncovered during the construction activity, work will be stopped and a qualified archeologist will be contacted for on-site consultation.

14. **Transportation**

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]

The proposed development site is located between Newport Way NW and I-90, west of SR 900, in the vicinity of NW Pinecone Drive. Primary vehicle access to the site would be provided via a single access drive from Newport Way NW, approximately mid-way

*between NW Pinecone Drive and SE 54th Street, see **Figure 10.***

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]

The area is served by Sound Transit and King County Metro buses. The nearest transit stop to the site is the Issaquah Transit Center, located about 1.0 mile southeast of the site. The Transit Center is served by Sound Transit bus lines 554, 555, and 556, and by King County Metro lines 200, 208, 214, 269, and 271.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

The proposed project will provide 110 parking stalls on site, corresponding to a ratio of 0.75 stalls per residential unit.

There is no existing parking on site.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]

The project will include upgrades to Newport Way NW adjacent to property, including new curb, gutter and sidewalk. Newport Way NW will also be widened to add a turn lane and a bicycle lane along the property frontage.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [help]

No.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

The proposed project is estimated to generate 502 new weekday daily trips, with 29 new trips occurring during the weekday AM peak hour (10 entering, 19 exiting) and 37 new trips occurring during the weekday PM peak hour (20 entering, 17 exiting).

The trip generation estimate was based on the methodology included in the Institute of Transportation Engineers (ITE) Trip Generation Manual , 9th edition for Land Use Code (LUC) 252 (Senior Housing-Attached).

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

None expected.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

Measures proposed to mitigate transportation impacts include: (1) payment of the City's transportation impact fees which provide funding for area-wide improvements to the City's transportation system, (2) widening Newport Way NW at the site access location to provide turn lanes, and (3) frontage improvements and ROW dedication consistent with the City's Central Plan that would include lane widening, new bicycle lane, and sidewalk along the property frontage.

15. **Public services**

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [help]

The additional residents of the project would require minimal additional public services.

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

None.

16. **Utilities**

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

All of the listed utilities are available to the site, including cable TV / Internet. If the existing single-family residence is currently on a private well or septic system, those facilities will be properly decommissioned with the demolition of the existing houses.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [help]

Development of the Issaquah Seniors project will include extension of the following utilities to and within the site:

A private onsite stormwater collection, stormwater detention and water quality treatment system will be developed with the site. The design of these facilities will meet current City of Issaquah Stormwater Management standards.

A gravity sanitary sewer system will be installed on site and connected to the proposed new gravity sewer system to be installed on the adjacent property east of the site (same property owner as subject property). Public sewer easements will be granted for all new sewer construction.

A public City of Issaquah water system will be looped throughout the site, sized to provide adequate fire flow and domestic flow. Connections will be made from the existing water main on Newport Way NW, through the site, to the proposed new water main loop to be installed on the adjacent property to the east (same property owner as subject property). Public water easements will be granted for all new water construction.

Underground power (PSE), telephone, gas (PSE), cable TV and internet services will be connected on site from Newport Way NW.

C. Signature [HELP]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

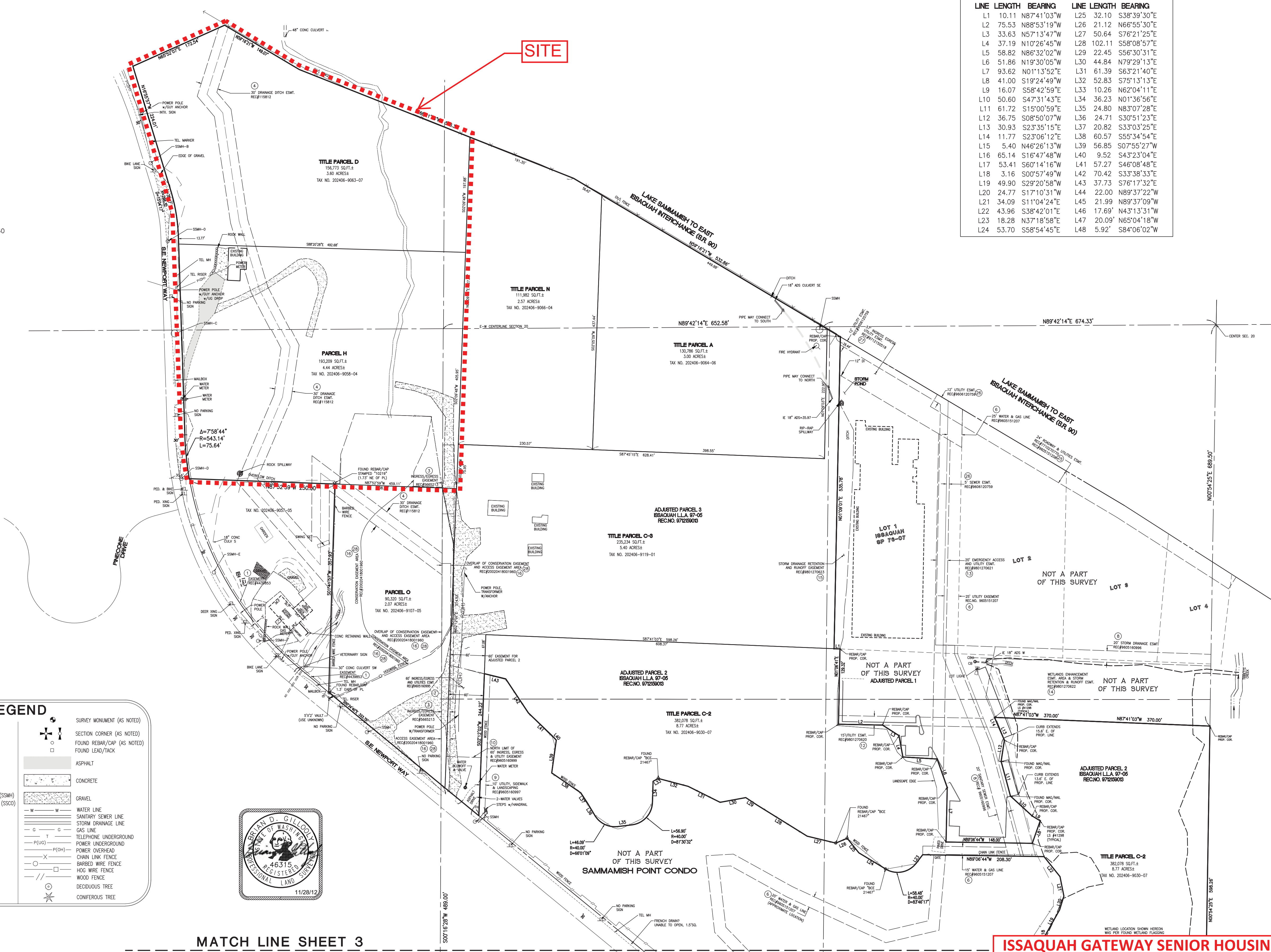
Signature: _____

Name of signee Derrick Overbay

Position and Agency/Organization VIA Architecture

Date Submitted: 10/27/2015

ALTA / ACSM LAND TITLE SURVEY



LINE	LENGTH	BEARING	LINE	LENGTH	BEARING
L1	10.11	N87°41'03"W	L25	32.10	S38°39'30"E
L2	75.53	N88°53'19"W	L26	21.12	N66°55'30"E
L3	33.63	N57°13'47"W	L27	50.64	S76°21'25"E
L4	37.19	N10°26'45"W	L28	102.11	S58°08'57"E
L5	58.82	N86°32'02"W	L29	22.45	S56°30'31"E
L6	51.86	N19°30'05"W	L30	44.84	N79°29'13"E
L7	93.62	N01°13'52"E	L31	61.39	S63°21'40"E
L8	41.00	S19°24'49"W	L32	52.83	S75°13'13"E
L9	16.07	S58°42'59"E	L33	10.26	N62°04'11"E
L10	50.60	S47°31'43"E	L34	36.23	N01°36'56"E
L11	61.72	S15°00'59"E	L35	24.80	N83°07'28"E
L12	36.75	S08°50'07"W	L36	24.71	S30°51'23"E
L13	30.93	S23°35'15"E	L37	20.82	S33°03'25"E
L14	11.77	S23°06'12"E	L38	60.57	S55°34'54"E
L15	5.40	N46°26'13"W	L39	56.85	S07°55'27"W
L16	65.14	S16°47'48"W	L40	9.52	S43°23'04"E
L17	53.41	S60°14'16"W	L41	57.27	S46°08'48"E
L18	3.16	S00°57'49"W	L42	70.42	S33°38'33"E
L19	49.90	S29°20'58"W	L43	37.73	S76°17'32"E
L20	24.77	S17°10'31"W	L44	22.00	N89°37'22"W
L21	34.09	S11°04'24"E	L45	21.99	N89°37'09"W
L22	43.96	S38°42'01"E	L46	17.69'	N43°13'31"W
L23	18.28	N37°18'58"E	L47	20.09'	N65°04'18"W
L24	53.70	S58°54'45"E	L48	5.92'	S84°06'02"W

LEGEND

	POWER VAULT		SURVEY MONUMENT (AS NOTED)
	LUMINAIRE (LUM.)		SECTION CORNER (AS NOTED)
	YARD LIGHT		FOUND REBAR/CAP (AS NOTED)
	POWER METER		FOUND LEAD/TACK
	POWER POLE		ASPHALT
	JUNCTION BOX (AS NOTED)		CONCRETE
	TELEPHONE MANHOLE		GRAVEL
	CATCH BASIN (CB)		WATER LINE
	STORM MANHOLE (SDMH)		SANITARY SEWER LINE
	SANITARY SEWER MANHOLE (SSMH)		STORM DRAINAGE LINE
	SANITARY SEWER CLEANOUT (SSCO)		GAS LINE
	GAS METER		TELEPHONE UNDERGROUND
	GAS VALVE		POWER UNDERGROUND
	WATER VALVE (WV)		POWER OVERHEAD
	FIRE HYDRANT (FH)		CHAIN LINK FENCE
	WATER MANHOLE		BARBED WIRE FENCE
	WATER METER		HOG WIRE FENCE
	SIGN		WOOD FENCE
	WETLAND DATA PLOT		DECIDUOUS TREE
	SPECIAL EXCEPTION NOTE (SEE SHEET 2)		CONIFEROUS TREE
	WETLAND TEST PIT		

BRIAN D. GILLOOLY
STATE OF WASHINGTON
46315
REGISTERED PROFESSIONAL LAND SURVEYOR
11/28/12

Title: ALTA / ACSM LAND TITLE SURVEY
WEST 1/2, SECTION 20, TOWNSHIP
24 NORTH, RANGE 6 EAST, W.M.
KING COUNTY, WASHINGTON

No. | Date | By | Ckd. | Appr. | Revision

For: PATRINELY GROUP, LLC
1980 POST OAK BOULEVARD
SUITE 1600
HOUSTON, TEXAS 77056

Scale: Horizontal 1"=80' Vertical

Designed —
Drawn BKB/SF/SM
Checked BDG
Approved BDG
Date 11/27/12

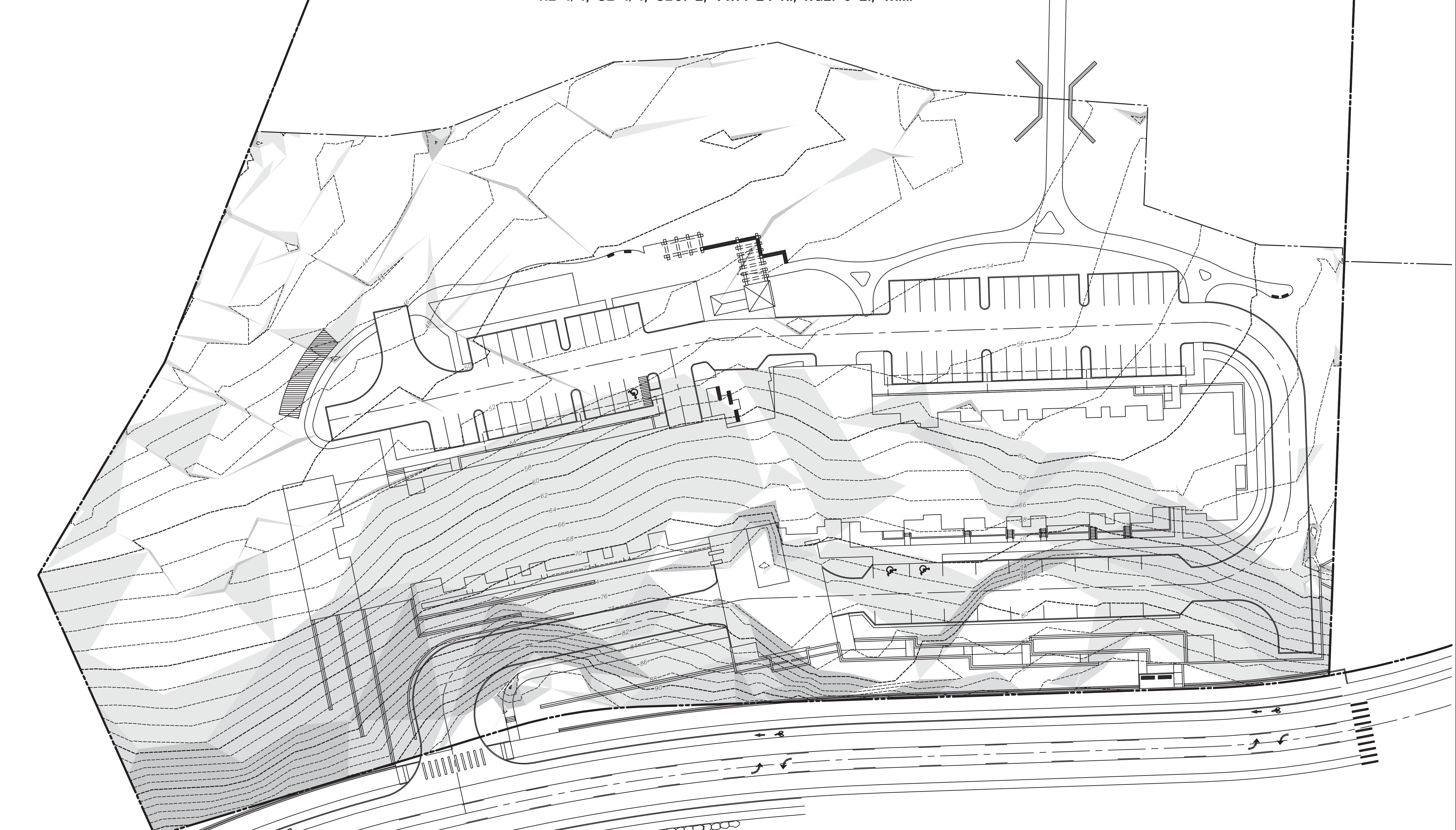
BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX
CIVIL ENGINEERING, LAND PLANNING,
SURVEYING, ENVIRONMENTAL SERVICES

Job Number 16016
Sheet 2 of 3

File: P:\16000s\16016\survey\16016TA01.dwg Date/Time: Nov 28, 2012 – 2:16pm Scale: 1"=50' bgillooly Xrefs:

ISSAQUAH GATEWAY SENIOR HOUSING
SEPA CHECKLIST - FIGURE 1

NE 1/4, SE 1/4, SEC. 2, TWP. 24 N., RGE. 6 E., W.M.



Slopes Table				
Number	Minimum Slope	Maximum Slope	Area (ac)	Color
1	0.00%	15.00%	3.90	
1	15.00%	25.00%	1.31	
2	25.00%	40.00%	0.52	
3	40.00%	100.00%	0.36	
		TOTAL:	6.09	

N

SCALE: 1" = 30'

0 15 30 60

ISSAQUAH GATEWAY SENIOR HOUSING
SEPA CHECKLIST - FIGURE 2

triad
20300 Woodinville Snohomish Rd NE
Suite A • Woodinville, WA 98072
p: 425.415.2000 f: 425.486.5059
w: triadassociates.net

PRELIMINARY
EXISTING SLOPE ANALYSIS EXHIBIT

THE WOLFF COMPANY

ISSAQUAH GATEWAY

SENIOR HOUSING

CITY OF ISSAQUAH, WASHINGTON

NO.	DATE	REVISION	BY	CK

REVIEWED BY: DATE:

ROY E. LEWIS, JR., PE
PROJECT MANAGER

MARY H. MCDOWELL, PLS
PROJECT SURVEYOR

BEAU J. WILLERT, EIT
PROJECT ENGINEER

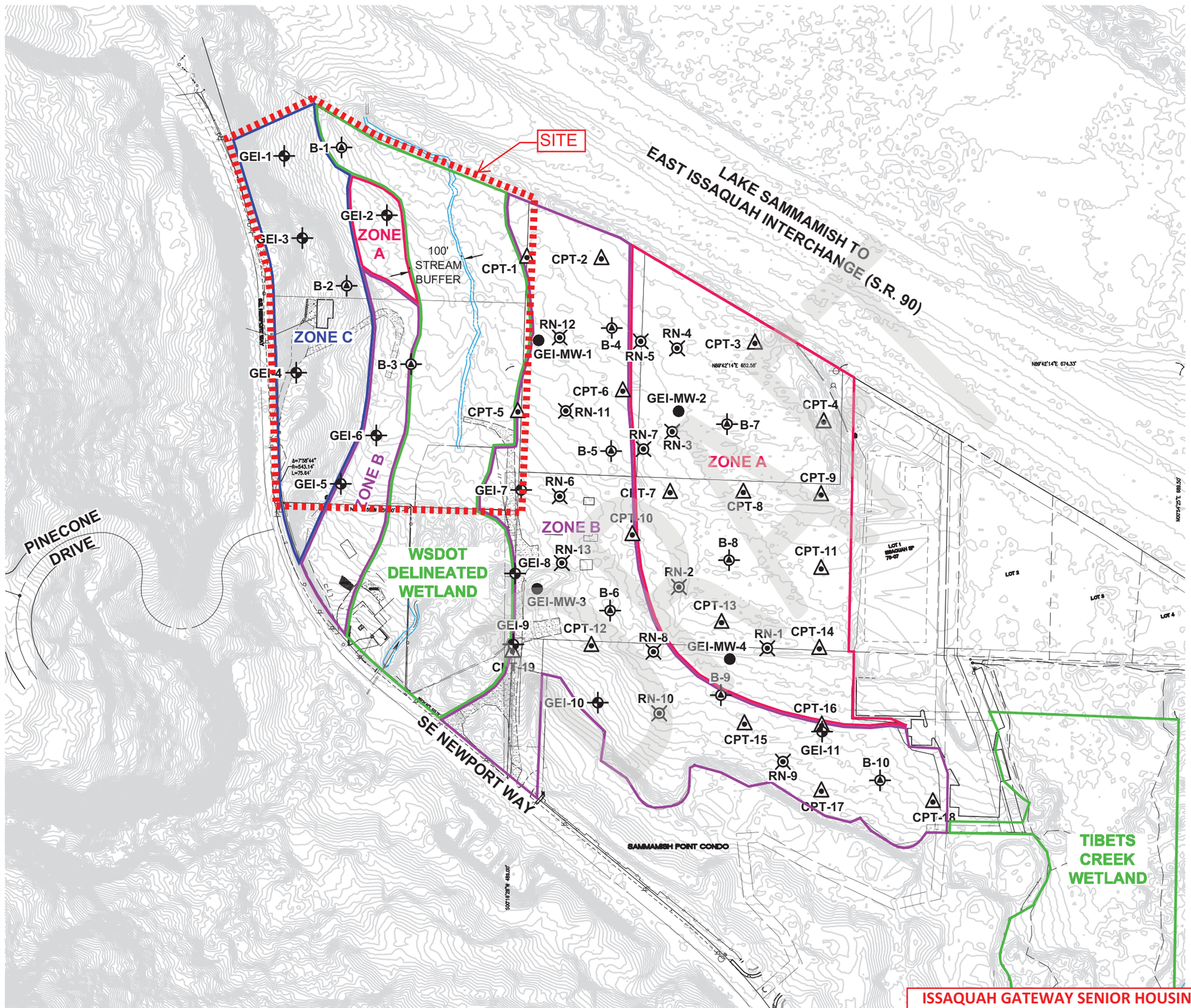
PROJECT LANDSCAPE ARCHITECT
FIRST SUBMITTAL DATE:
SCALE: HORIZ.: 1"=30' VERT.: 1"=2'

ROY E. LEWIS, JR. STATE OF WASHINGTON 19918 REGISTERED PROFESSIONAL ENGINEER
10-26-15

STAMP NOT VALID
UNLESS SIGNED AND DATED

JOB NUMBER **14-148**

SHEET NUMBER **C6 OF 7**



Legend

- GEI-MW-1 ● Monitoring well by GeoEngineers, 2014
- GEI-1 ⊕ Boring by GeoEngineers, 2014
- CPT-1 △ Cone Penetration Test by GeoEngineers, 2014
- RN-1 ⊗ Boring by Robinson Noble, 2012
- B-1 ⊕ Boring by Icicle Creek Engineers, 2004

N
W E
S

200 0 200
FEET

Notes

1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Reference: Base cad file "16016TA01.dwg" provided by AMLI Residential on 1-30-14. LIDAR ground contours from Puget Sound LIDAR Consortium.

Site Plan

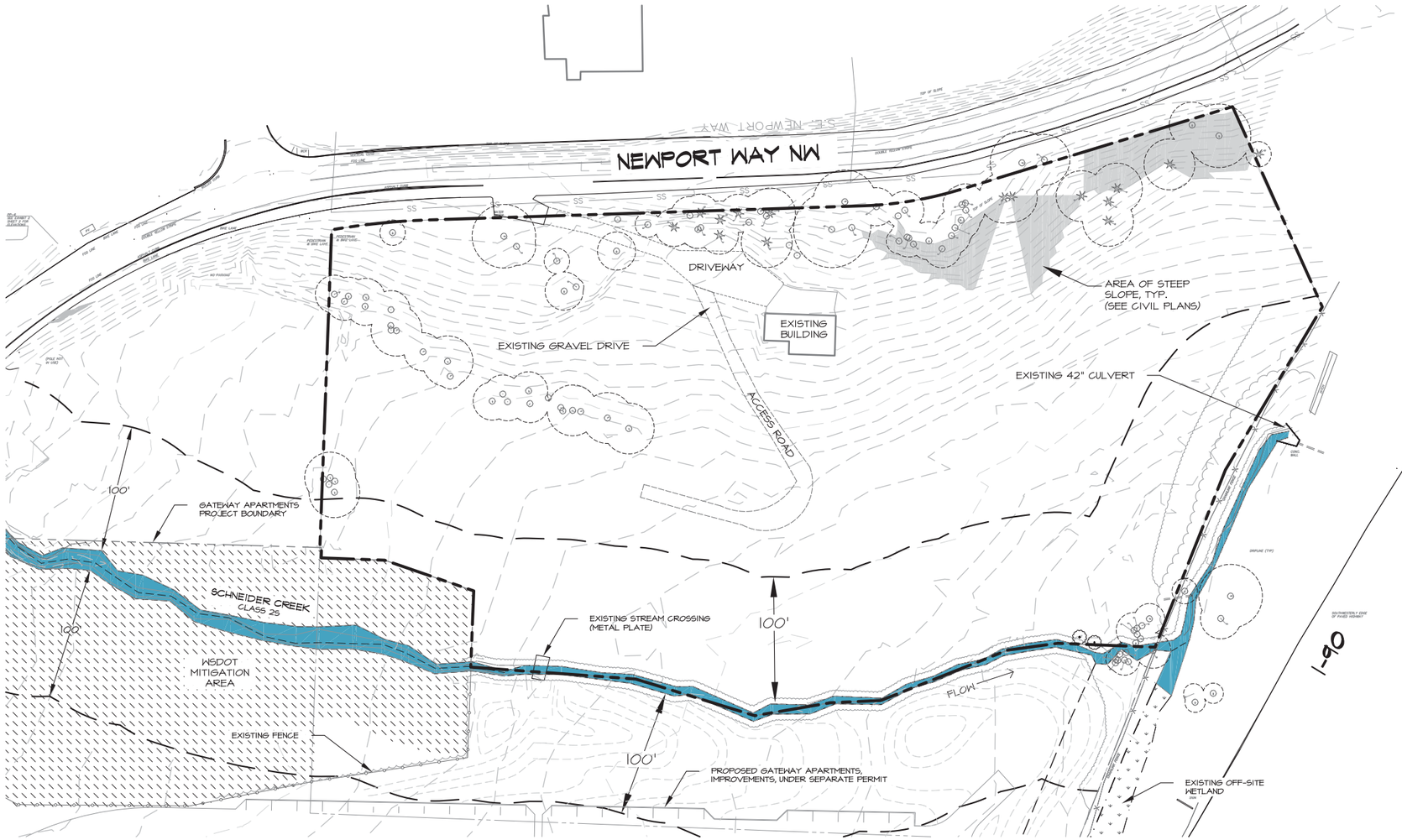
Issaquah Gateway Senior Housing
Issaquah, Washington

GeoEngineers | **Figure 3**

ISSAQUAH GATEWAY SENIOR HOUSING
SEPA CHECKLIST - FIGURE 3

W:\REDMOND\PROJECTS\12\124060\100\CAD\124060100_F2.DWG\TAB:F2 MODIFIED BY SYI ON NOV 25, 2014 - 14:15

W 1/2, SECTION 20, TOWNSHIP 24 N, RANGE 6E, W.M.



EXISTING CONDITIONS PLAN

GRAPHIC SCALE (IN FEET)

0 25 50 100

SCALE: 1"=50'

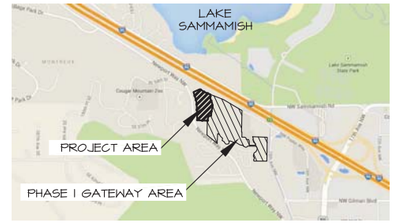
NORTH

PLAN LEGEND

- PROJECT SITE BOUNDARY
- STREAM BUFFER - STANDARD
- STREAM ORDINARY HIGH WATER MARK (OHWM)
- DIRECTION OF FLOW
- 100 EXISTING CONTOUR
- CONIFER DECIDUOUS EXISTING TREES
- TREE CANOPY BLACKBERRY ESTIMATED EXISTING VEGETATION

VICINITY MAP

NTS



SOURCE: GOOGLE MAPS; WWW.MAPS.GOOGLE.COM (ACCESSED 9/29/2014)

CONTACTS

APPLICANT/OWNER

NAME:	THE WOLFF COMPANY
ADDRESS:	6710 EAST CAMELBACK RD, STE 100 SCOTTSDALE, AZ 85251
PHONE:	(480) 315-4595
CONTACT:	GREG VAN PATTEN

ARCHITECT

NAME:	VIA ARCHITECTURE
ADDRESS:	1809 7TH AVENUE, STE. 800 SEATTLE, WA 98101
PHONE:	(800) 328-0556
CONTACT:	DERRICK OVERBAY

SURVEYOR/ENGINEER

NAME:	TRIAD ASSOCIATES
ADDRESS:	20300 WOODINVILLE-SNOHOMISH ROAD NE, STE. A WOODINVILLE, WA 98072
PHONE:	(425) 821-8448
CONTACT:	ROY LEWIS, JR., P.E., LEED AP

ENVIRONMENTAL CONSULTANT

NAME:	TALASAEA CONSULTANTS, INC.
ADDRESS:	15020 BEAR CREEK RD. NE WOODINVILLE, WA 98077
PHONE:	(425) 861-7550
CONTACT:	ANN OLSEN, RLA, SENIOR PROJECT MANAGER JENNIFER MARRIOTT, SENIOR WETLAND ECOLOGIST

SHEET INDEX

NOT FOR CONSTRUCTION

THESE PLANS HAVE BEEN SUBMITTED TO THE APPROPRIATE AGENCIES FOR REVIEW AND APPROVAL. UNTIL APPROVED, THESE PLANS ARE:

SUBJECT TO REVISION

811 Know what's **below.** **Call** before you dig.

NOTES

1. SURVEY PROVIDED BY TRIAD ASSOCIATES, 20300 WOODINVILLE SNOHOMISH ROAD NE, STE. A WOODINVILLE, WA 98072, (425) 821-8448.
2. SITE PLAN PROVIDED BY VIA ARCHITECTURE, 1809 7TH AVENUE STE. 800, SEATTLE, WA 98101 (800) 328-0556.
3. SOURCE DRAWINGS HAVE BEEN MODIFIED BY TALASAEA CONSULTANTS FOR VISUAL ENHANCEMENT.
4. THESE PLANS ARE A SUPPLEMENTAL ATTACHMENT TO THE CRITICAL AREAS STUDY & MITIGATION PLAN, DATED OCTOBER 2015

ISSAQUAH GATEWAY SENIOR HOUSING
SEPA CHECKLIST - FIGURE 4

TALASAEA CONSULTANTS, INC.
Resource & Environmental Planning
15020 Bear Creek Road Northeast - Woodinville, Washington 98077
Fax (425) 861-7540 - Phone (425) 861-7550

CRITICAL AREAS CONCEPTUAL MITIGATION PLAN
EXISTING CONDITIONS PLAN
ISSAQUAH GATEWAY SENIOR HOUSING
ISSAQUAH, WASHINGTON

Revisions	Date	By

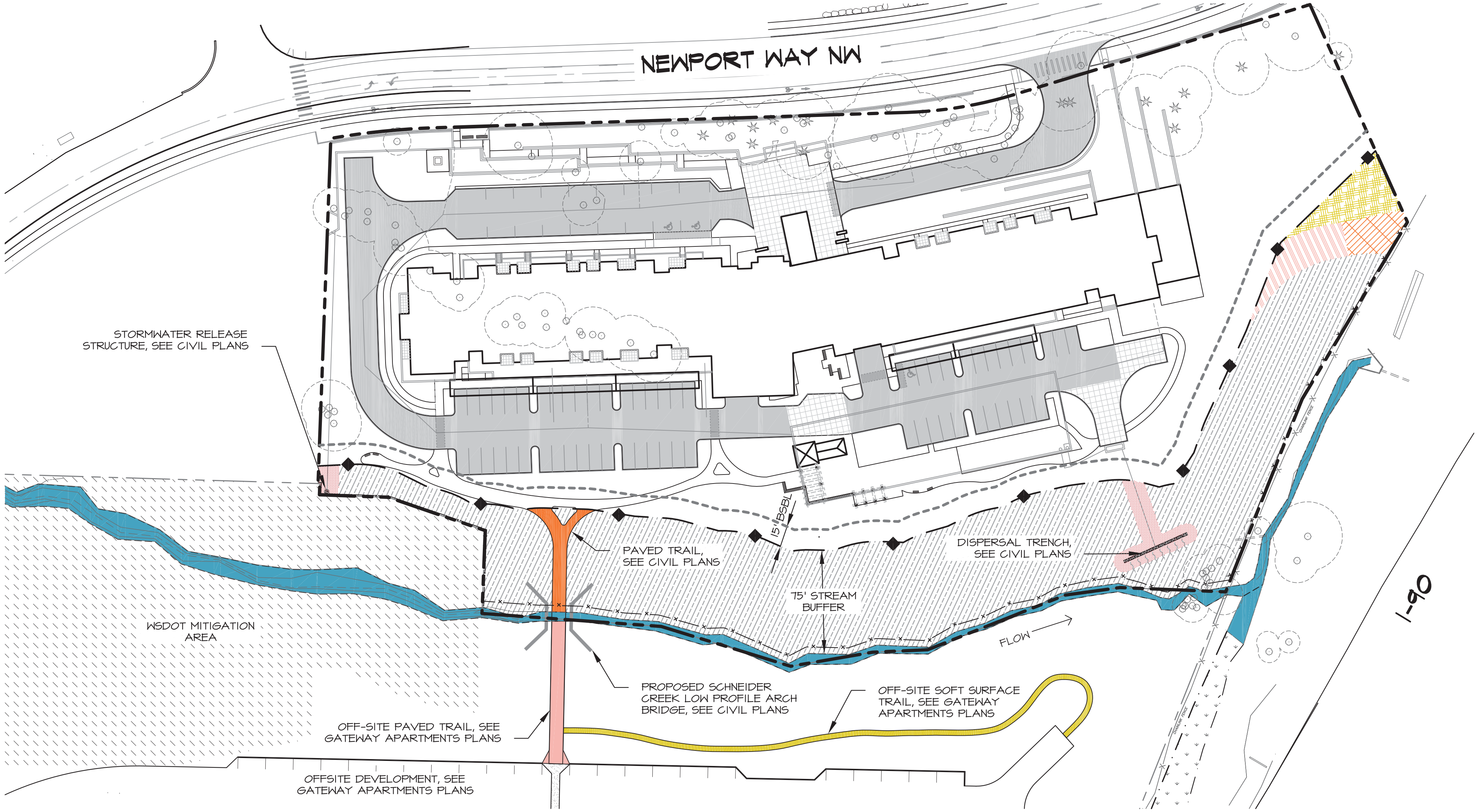
Date 10-23-2015
Scale AS SHOWN
Designed AO
Drawn ABS/OA
Checked AO
Approved BS

Project # 63462

Sheet # W1.0

Z:\DRAWING\000-699\TALASAE~1\PLANS\TAL-63462 WF SENIOR SITE.DWG
10/27/2015 4:10 PM

W 1/2, SECTION 20, TOWNSHIP 24 N, RANGE 6E, W.M.



PROPOSED SITE PLAN & IMPACTS & MITIGATION OVERVIEW PLAN

GRAPHIC SCALE
(IN FEET)
0 50 100 200
SCALE: 1"=100'

NORTH

BUFFER IMPACTS LEGEND

MINOR UTILITY CONSTRUCTION	1,890 SF
PAVED TRAIL	965 SF
OFF-SITE PAVED TRAIL	1,081 SF
OFF-SITE SOFT SURFACE TRAIL	1,760 SF
TOTAL IMPACTS	5,696 SF

BUFFER MITIGATION LEGEND

MINOR UTILITY CONSTRUCTION BUFFER RESTORATION	1,890 SF
PAVED TRAIL MITIGATION	1,092 SF
OFF-SITE PAVED TRAIL MITIGATION	1,624 SF
OFF-SITE SOFT SURFACE TRAIL MITIGATION	1,914 SF
TOTAL BUFFER MITIGATION	6,520 SF

BUFFER ENHANCEMENT LEGEND

BUFFER ENHANCEMENT	53,024 SF

PLAN LEGEND

- PROJECT SITE BOUNDARY
- 15' BSBL
- STREAM ORDINARY HIGH WATER MARK (OHWM)
- FLOW ⟶ DIRECTION OF FLOW
- CLEARING & GRADING LIMITS/SILT FENCE (5 / W2.1)
- POST CONSTRUCTION STREAM BUFFER BOUNDARY
- ◆ NGPE SIGN - SEE DETAIL (4 / W2.1)

NOT FOR CONSTRUCTION

THESE PLANS HAVE BEEN SUBMITTED TO THE APPROPRIATE AGENCIES FOR REVIEW AND APPROVAL. UNTIL APPROVED, THESE PLANS ARE:

SUBJECT TO REVISION

811 Know what's below. Call before you dig.

NOTES

1. SURVEY PROVIDED BY TRIAD ASSOCIATES, 20300 WOODINVILLE SNOHOMISH ROAD NE, STE. A WOODINVILLE, WA 98072, (425) 821-8448.
2. SITE PLAN PROVIDED BY VIA ARCHITECTURE, 1809 7TH AVENUE STE. 800, SEATTLE, WA 98101 (800) 328-0556.
3. SOURCE DRAWINGS HAVE BEEN MODIFIED BY TALASAEA CONSULTANTS FOR VISUAL ENHANCEMENT.
4. THESE PLANS ARE A SUPPLEMENTAL ATTACHMENT TO THE CRITICAL AREAS STUDY & MITIGATION PLAN, DATED OCTOBER 2015

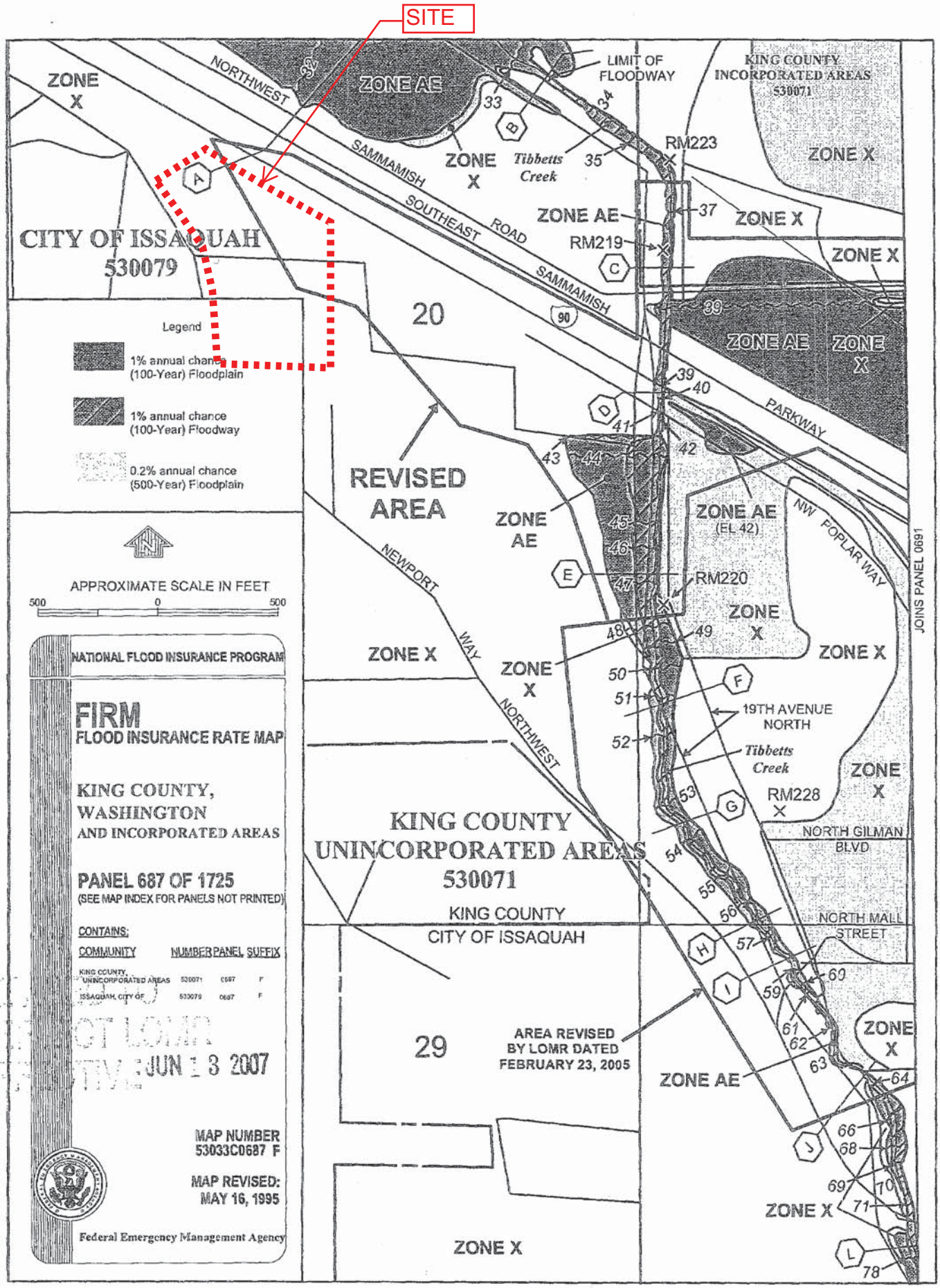
ISSAQUAH GATEWAY SENIOR HOUSING
SEPA CHECKLIST - FIGURE 5

TALASAEA CONSULTANTS, INC.
Resource & Environmental Planning
15020 Bear Creek Road Northeast - Woodinville, Washington 98077
Bus (425) 861-7550 - Fax (425) 861-7549

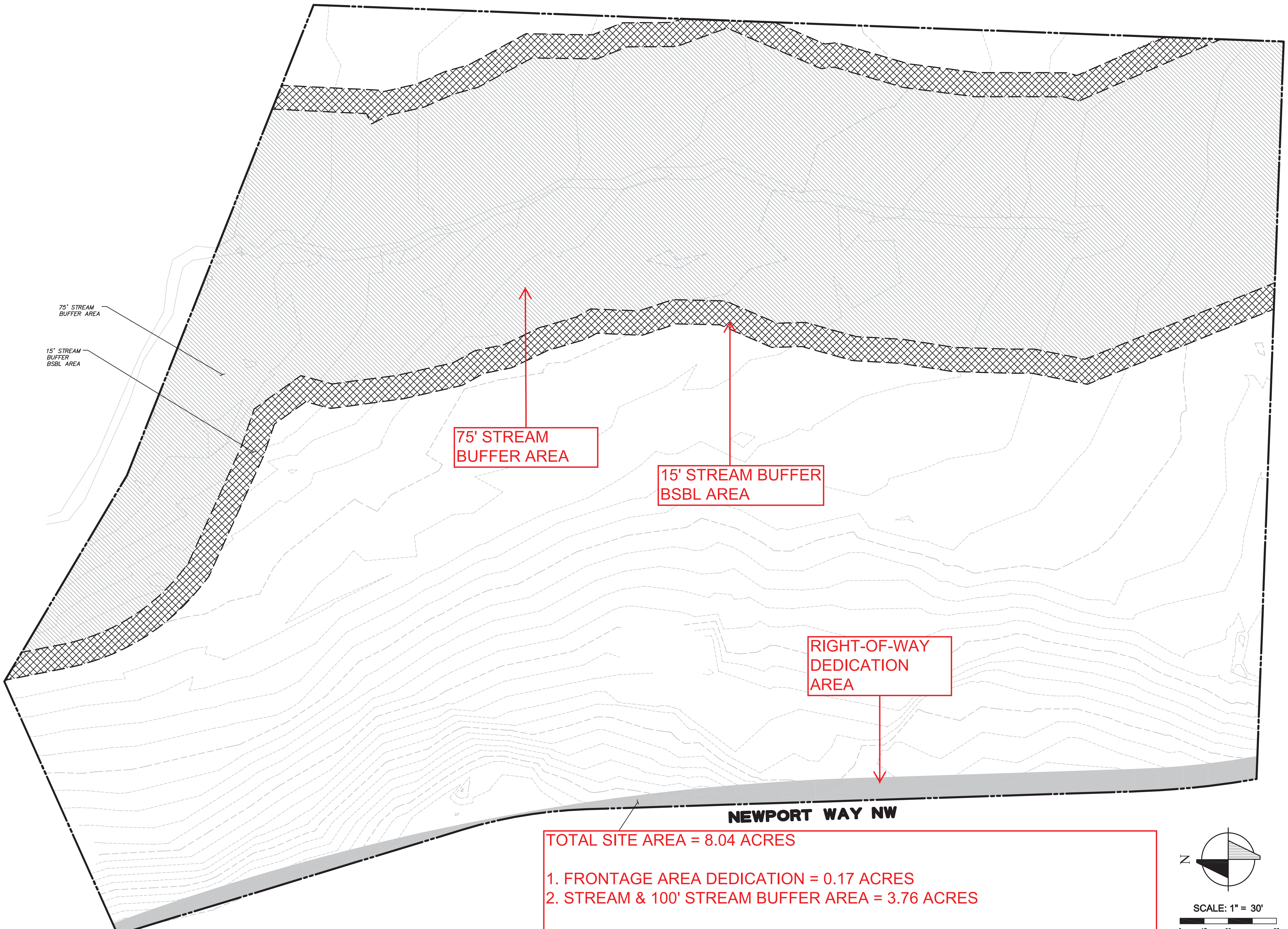
CRITICAL AREAS CONCEPTUAL MITIGATION PLAN
PROPOSED SITE PLAN, IMPACTS & MITIGATION OVERVIEW PLAN
ISSAQUAH GATEWAY SENIOR HOUSING
ISSAQUAH, WASHINGTON

Revisions	Date	By

Date 10-23-2015
Scale AS SHOWN
Designed AO
Drawn ABS/OA
Checked AO
Approved BS
Project # 634C2
Sheet # W1.1



ISSAQUAH GATEWAY SENIOR HOUSING
SEPA CHECKLIST - FIGURE 6



TOTAL SITE AREA = 8.04 ACRES

1. FRONTAGE AREA DEDICATION = 0.17 ACRES
2. STREAM & 100' STREAM BUFFER AREA = 3.76 ACRES

REMAINING DEVELOPABLE AREA = TOTAL SITE AREA - (1+2) = 4.11 ACRES

SCALE: 1" = 30'

0 15 30 60

triad

20300 Woodinville Snohomish Rd NE
Suite A • Woodinville, WA 98072
p: 425.415.2000 f: 425.486.5059
w: triadassociates.net

REMAINING DEVELOPABLE AREA EXHIBIT
(WITHOUT STEEP SLOPES)

ISSAQUAH GATEWAY

SENIOR HOUSING

CITY OF ISSAQUAH, WASHINGTON

REVIEWED BY: DATE:

NO.	DATE	REVISION	BY	CK

ROY E. LEWIS, JR., PE
PROJECT MANAGER
MARY H. MCDOWELL, PLS
PROJECT SURVEYOR
ROY E. LEWIS, JR., PE
PROJECT ENGINEER

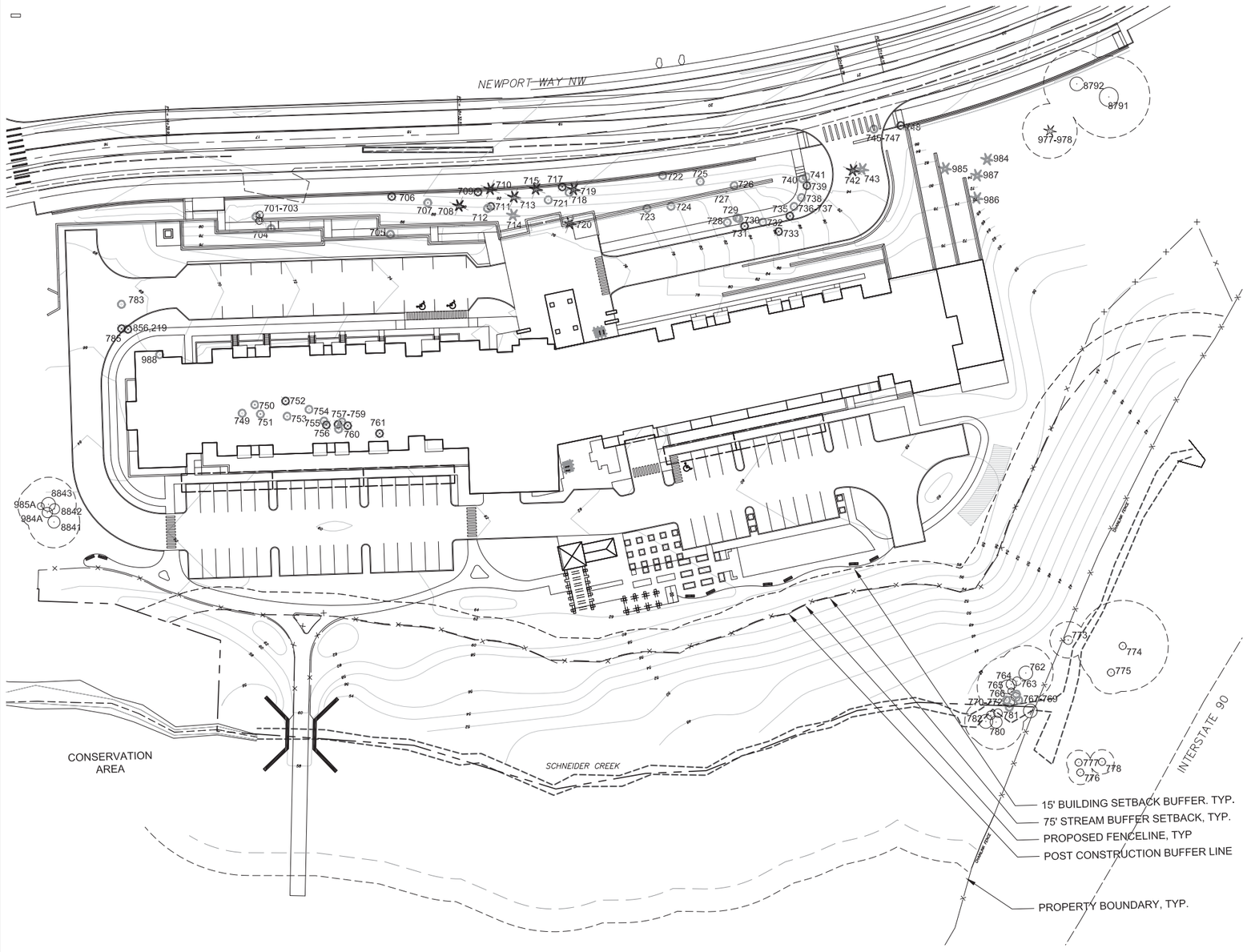
PROJECT LANDSCAPE ARCHITECT
FIRST SUBMITTAL DATE:
SCALE: HORIZ.: 1"=30' VERT.:

ISSAQUAH GATEWAY SENIOR HOUSING SEPA CHECKLIST - FIGURE 7

STAMP NOT VALID UNLESS SIGNED AND DATED

JOB NUMBER 14-148

SHEET NUMBER 2 OF 2



1 TREE PRESERVATION PLAN
SCALE: 1"=40'-0"

N

0 20 40 80
SCALE: 1"=40'-0"

LEGEND

VIABLE TREES TO BE REMOVED

NON-VIABLE TREES TO BE REMOVED

VIABLE TREES TO REMAIN AND PROTECT IN PLACE

NOTE: SEE ARBORIST REPORT FOR FULL TREE PRESERVATION PLAN INCLUDING TREE PROTECTION FENCING, ASSUMPTIONS, AND METHODOLOGY

Discussion, Calculation and Conclusion:

The site interior has long been cleared of trees and replaced with pasture. Currently there are perimeter trees located along Newport Way NW. Many of these trees have been struck by cars, or topped by utilities and are not viable. Furthermore, the site drops from the street to the east substantially; required roadway improvements and street access to the site will result in significant grading to occur and most of the trees along the western perimeter will need to be removed.

There is a grove of trees located on the south side of the site that can be preserved, as well as a second grove located in the wetland area – if there is not any grading in the area these trees can be retained.

Per CIDDS 10.10 required tree density, 4 significant trees/5000 sq. ft.; the site has 182,512 developable sq. ft.; or a total of 146 trees. Twenty one (21) trees are proposed to be retained; therefore 125 new trees must be provided.

TREE DENSITY REQUIREMENT (CIDDS 10.10)	
Total number of Significant trees	79
Total number of Landmark trees	11
Total number of Onsite trees	90
Required Tree Density	4 trees/5000 sq. ft.
Total number of developable area	182,512
Total number of required tree density	146
Total number of healthy retained trees	21
Mitigation	**125**

Per CIDDS 10.13 (A) 1.a. Tree Retention Requirement for proposed project development, the site must retain 25% of the significant trees.

TREE COUNT TOTAL SUMMARY FOR RETENTION (CIDDS 10.13)	
TOTAL Significant Tree Caliper	1444 INCHES
Required Tree Retention	361 INCHES
Total Significant Tree Caliper Retained	315 INCHES
Percent Significant Tree Caliper Required	25%
Actual percent retained	**21%**
Mitigation	46

Species ID: Spreadsheet contains common names of trees which correspond to scientific names as follows:

- Apple: *Malus sp.*
- American sycamore: *Plantanus occidentalis*
- Austrian pine: *Pinus nigra*
- Bigleaf maple: *Acer macrophyllum*
- Birch: *Betula nigra*
- Bitter Cherry: *Prunus emarginata*
- Blue atlas cedar: *Cedrus atlantica 'Glauca'*
- Cedar: *Thuja picata*
- Cherry: *Prunus sp.*
- Dawn redwood: *Chamaecyparis ncotkatensis*
- Deodora cedar: *Cedrus deodara*
- Colorado blue spruce: *Picea pungens*
- Cottonwood: *Populus trichocarpa*
- Dogwood: *Cornus nuttallii*
- Douglas fir: *Pseudotsuga menziesii*
- English laurel: *Prunus laurocerasus*
- Filbert: *Corylus avellana var.*
- Grand fir: *Abies grandis*
- Hemlock: *Tsuga hetrophylla*
- Holly: *Ilex aquifolium*
- Japanese maple: *Acer palmetum*
- Leylandi cypress: *Cupressocyparis leylandii*
- Lodgepole pine: *Pinus contorta*
- Mountain ash: *Sorbus amercana*
- Mountain hemlock: *Tsuga mertensiana*
- Pear: *Pyrus sp.*
- Plum: *Prunus*
- Red Alder: *Alnus rubra*
- Red maple: *Acer rubrum*
- Walnut: *Juglans sp.*
- Western red cedar: *Thuja plcata*
- Weeping Alaska cedar: *Metasequoia glyptostrebides*
- White pine: *Pinus strobus*

Abbreviated legend – see report for greater detail

#1: Graph number
#2: Filed tag unique to each tree
#3: Tree species
#4: Trunk diameter measured 4.5 above ground
#5: Adjusted DBH is the measure of trunk totals or a multiple of the tree diameter (.5 in some municipalities for cottonwood or alder)
#6: Measure of branch length
#7: Current health rated Excellent, Good, OK, Fair, Poor or Dead
#8: More specific health observations about the tree
#9: Proposed action as a consequence tree health and location - viability: the determination that a specific significant tree is in good health with a low risk of failure due to structural defects, is relatively wind firm if isolated or as part of a grove.

#10: Critical root zone/ Tree projection zone/Limits of disturbance in each direction
#11: Measure of tree "value" may be determined by municipality formula or a direct measure of the trunk diameter to determine significance
#12: Any code reference

ISSAQUAH GATEWAY SENIOR HOUSING
SEPA CHECKLIST - FIGURE 8

ORIGINAL SHEET SIZE: 34"X22"

VIA Architecture | www.via-architecture.com
1809 7th Avenue Ste. 800 Seattle WA 98101
tel 206 284 5624 fax 206 624 5624

CONSULTANT
communita atelier ps
1402 3rd Ave Suite 1000
Seattle WA 98101
(206)327-9056

PROJECT
ISSAQUAH SENIOR SITE
NEWPORT WAY NW, ISSAQUAH, WA 98027
76314

OWNER
THE WOLFF COMPANY

PROFESSIONAL SEAL

DESIGN TEAM:
LF, NH
PRINCIPAL
LF
PROJECT MANAGER
NH
PROJECT ARCHITECT
JB, DO
DRAWN BY
BG, MK
CHECKED BY
NH

DRAWING SET DESCRIPTION
SITE DEVELOPMENT PERMIT

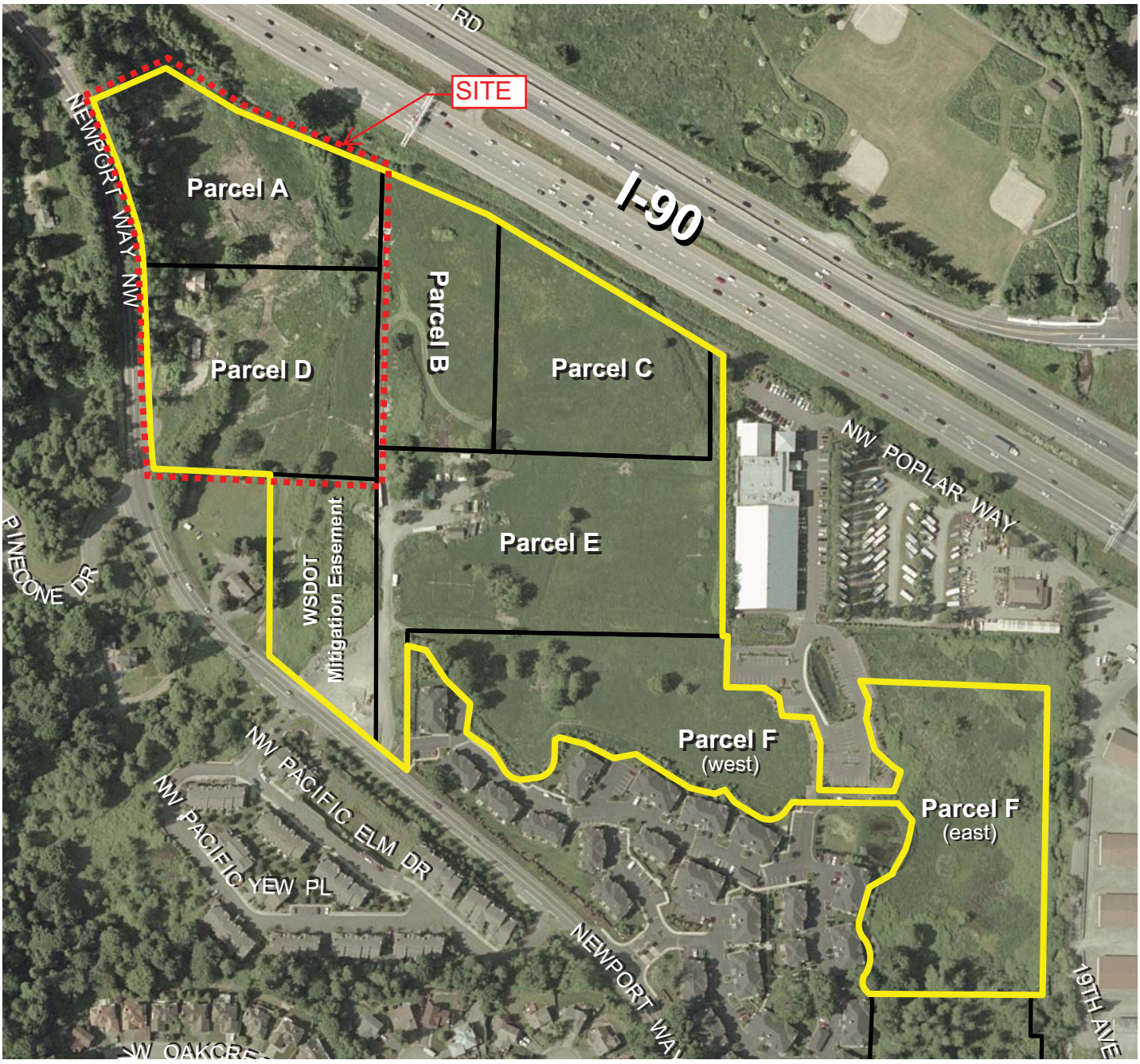
REVISIONS

No.	DATE	DESCRIPTION

SHEET TITLE
OVERALL TREE PRESERVATION PLAN

SHEET NUMBER
L1.01

ISSUE DATE
10/27/2015



Reference: GIS Stream, parcel, and road data from King County GIS, 2010.
Aerial image 2006 from Earth Explorer.

TALASAEA CONSULTANTS, INC.
Resource & Environmental Planning
15020 Bear Creek Road Northeast
Woodinville, Washington 98077
Bus (425)861-7550 - Fax (425)861-7549

FIGURE 2
PARCEL MAP

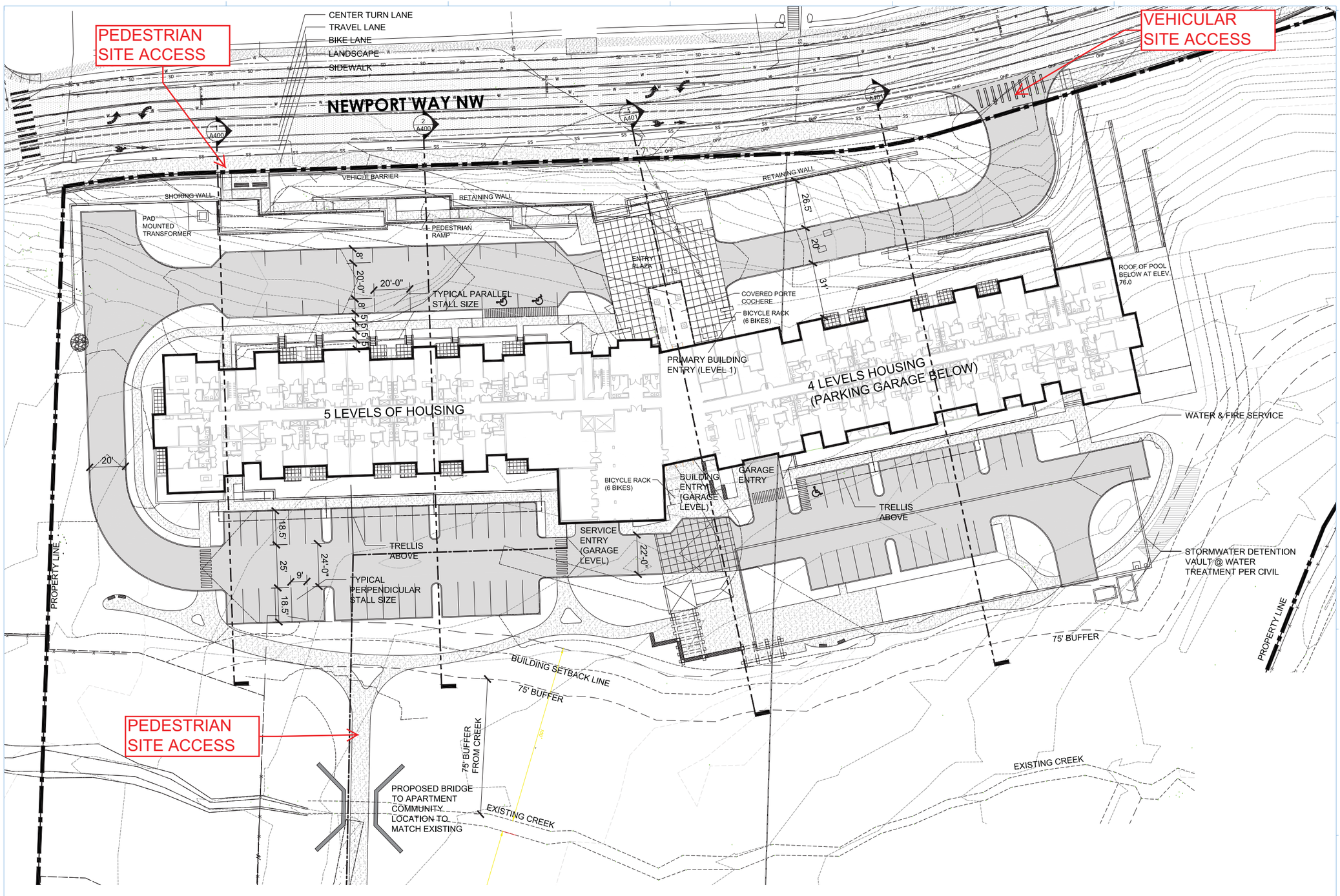
ISSAQUAH GATEWAY
ISSAQUAH, WASHINGTON

DESIGN	DRAWN	PROJECT
	DRT	634c

SCALE: 1 in : 300 ft
DATE: 24 NOV 2014
REVISED

2

ISSAQUAH GATEWAY SENIOR HOUSING
SEPA CHECKLIST - FIGURE 9



N

ARCHITECTURAL SITE PLAN

1" = 20'-0"

ISSAQUAH GATEWAY SENIOR HOUSING
SEPA CHECKLIST - FIGURE 10

CONSULTANT

PROJECT

Issaquah Gateway Senior Housing

Newport Way, Issaquah, WA

OWNER

THE WOLFF COMPANY
Since 1949

URBAN EVOLUTION

PROFESSIONAL SEAL

DESIGN TEAM

XX
PRINCIPAL

XX
PROJECT MANAGER

XX
PROJECT ARCHITECT

Author
DRAWN BY

Checker
CHECKED BY

DRAWING SET DESCRIPTION

Progress Print

REVISIONS

No.	DATE	DESCRIPTION

SHEET TITLE

ARCHITECTURAL SITE PLAN

SHEET NUMBER

A0100

ISSUE DATE

9/30/2015